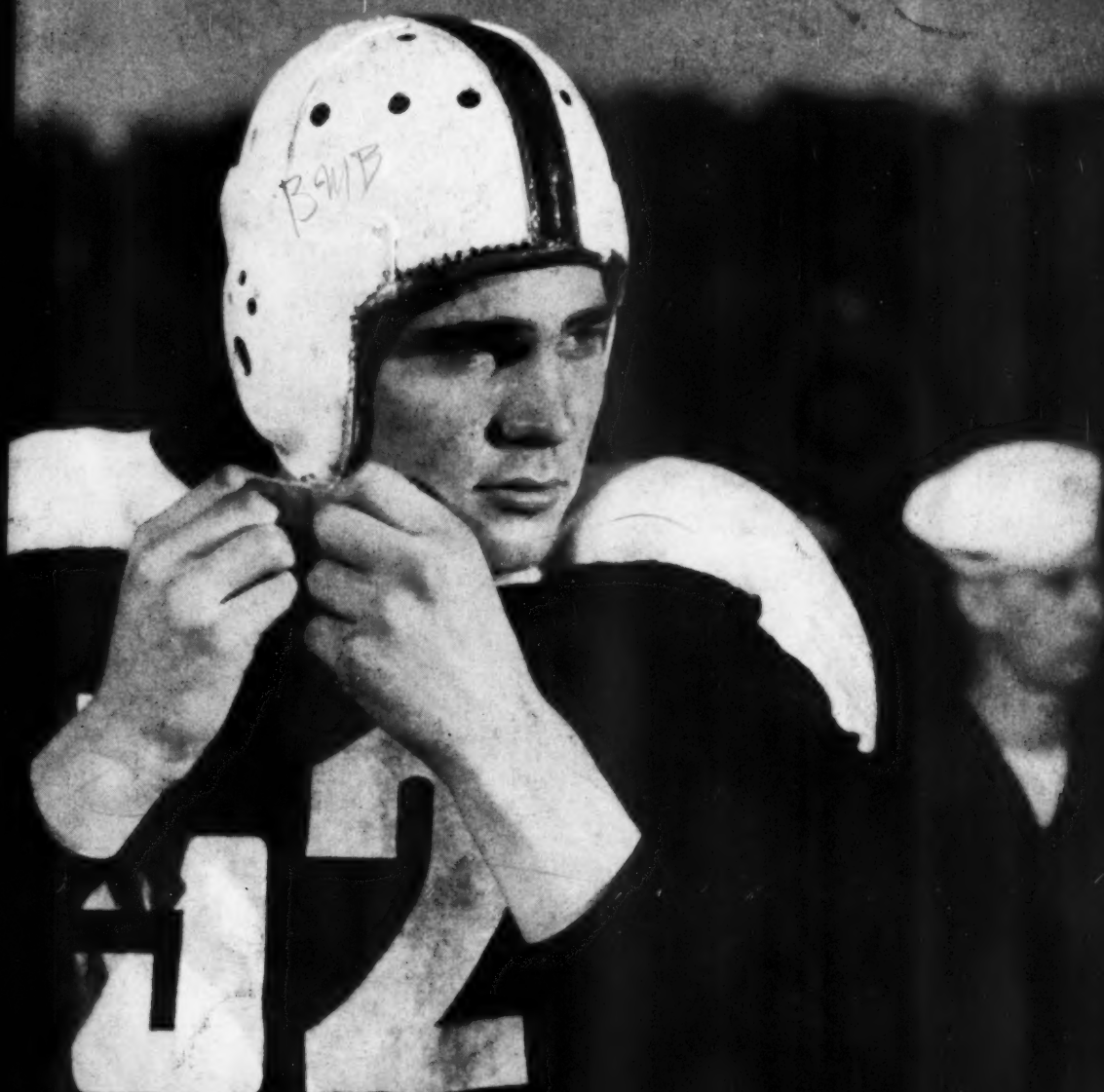
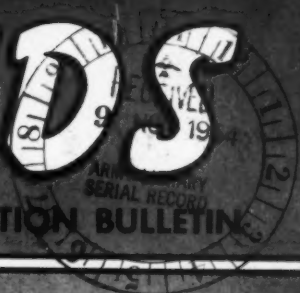


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
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NOVEMBER 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1954

Navpers

NUMBER 453

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The Chief of Naval Personnel

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• **FRONT COVER:** Navy Football season is in full swing. Determined look of this bluejacket fastening his helmet before going in to play in intramural game, indicates he's planning to turn the tide for his team. Photo by W. G. Seewald.

• **AT LEFT: VISIBILITY LIMITED** — High winds sweep spray across decks of USS Yosemite (AD 19), ComDesLant flagship, at USNB Newport, R. I. Yosemite was one of many Navy ships buffeted by Hurricane Carol.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



BEHIND THE SCENES of classroom TV, technicians adjust controls, give USNA instructor 'go-ahead' via phone.

'This Is Your Navy' on Television

WHAT'S WITH TELEVISION in the U. S. Navy? Is it raising the same havoc with eating, sleeping and living habits aboard ship that it does in the home? Is it going to replace instructors in Navy classrooms and serve as an aide to the force commander, giving him a first-hand account of what is going on at an amphibious landing? Or is TV just a novelty?

Answering the easiest question first, television is not just a novelty. It is here to stay—witness the jungle of aerials at any Navy housing project. Ships of both the Atlantic and Pacific Fleets have installed TV sets in various spots throughout the ship to supply entertainment to the crew. (For a sample of TV entertainment, see page 12).

Since television hasn't spread as fast in the rest of the world as it has in the U. S., the sets installed aboard

ship are useful only when the ship is operating out of a U. S. port. However, it has been found that they are a definite morale factor and, as in the home, have changed a lot of habits. Come time for the Army-Navy football game, the World Series and other special events, the off-duty sections can be found clustered around the various sets.

However, the real value of television to the Navy doesn't lie in its entertainment features but rather in the many and varied operational services it can provide. Consider, for example, the possibility of a force com-

mander sitting in his flagship watching a complete battle or amphibious landing on several TV sets.

Small ships and airplanes in the future might carry television cameras which would relay the entire picture back to the flagship and enable the commander to make instant decisions on strategy, to rush reinforcements to needed areas or to order withdrawals without waiting for slower reports to filter in from the fighting area.

Still another future possibility of the use of TV would be the mounting of a camera in fighter and bomber aircraft so that evaluations people could observe the actual mission. Sitting far behind the scenes they could actually get a better picture and see more than the pilot, who with the job of flying, looking for enemy aircraft and trying to hit his target, is a busy man. The evaluations people

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Finds Home for Itself
On, Over, Under the Sea

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could tell at once if the target had been destroyed and the damage done to enemy aircraft. They might even pick up information on future targets.

Whether television can live up to its advance billing for jobs like these is something that only the future can divulge. But getting down to concrete jobs that TV has done for the Navy, it appears that the biggest strides have been taken in underwater television.

As far back as the days of the Bikini atom bomb tests the Navy has been using underwater television for a number of purposes. At Bikini the damage done to ships sunk in the tests and the effects of the blasts on the *flora* and *fauna* were observed on video scopes by a group of scientists as Navymen worked the bottom over with their TV equipment. But those first experiments were crude as compared to the equipment and techniques developed in the past few years.

In those early days of underwater television, air-borne equipment was converted for undersea use and all pictures were taken with natural lighting. As a result, TV-men got a fair picture in shallow, clear water but ran into trouble when they hit the deeper water and water with silt and soil in it. Now the Navy has developed at least four different types of cameras for underwater work and two powerful sources of artificial light that will work under even extremely adverse conditions, giving a picture that nearly equals that on the set in your living room.

One of the first complete underwater television units to be installed by the Navy is located at the U. S. Naval Submarine Base, Pearl Harbor. This unit was developed under the direction of the Bureau of Ships, with a special crew of well-trained experts from Washington making the trip to Pearl to check the local people out on the operating procedures of the underwater unit.

Now the unit is ready to go. Its mission: underwater salvage and submarine rescue work.

Through the use of the magic eye of television, divers, getting ready to go down for salvage or rescue work, will be able to have the job scouted for them ahead of time and make their plans accordingly. After a survey has been made, they can go directly to the spot picked, do the job and return, eliminating the long



TELEVISION is becoming important aid to underwater salvage operations. Below: TV aboard USS *Greenlet* (ASR 10) shows Navy diver off Oahu coast.





TV CAMERAS and recording equipment at Naval Photographic Center are used in making film depicting use of gages in final inspection of naval ordnance.

tedious preparatory time normally needed.

Since the time a diver can spend underwater is severely limited due to the water pressure and the time it takes to lower and raise him, use of television will make for a much more efficient and faster job.

This type of survey can be done with the *remote control camera* type, which insures that there will be no danger of clouds of silt interfering with the vision because neither the camera nor the lights will rest on the ocean's floor.

These remote control cameras have the ability to maneuver freely as well as hover, thereby allowing the viewing of an object from several positions in addition to limited search functions.

Here are the other three types of underwater cameras the Navy has in use today. All three have a hook-up to the surface by wire but are positioned in different ways, rather than being "remotely controlled" in positioning.

- *Suspended or towed cameras* which are merely attached to the ship by a line or series of lines while the carrying vessel is maneuvered over the underwater target. Main drawback to this type is the fact that it can't be held on one spot for any length of time, and thus offers only fleeting glimpses of the target.

- *Bottom-resting cameras* — These are usually mounted on a wide tripod; a stage or elevating mechanism controls the depth to which the camera is sent. This type is used primarily

for fish and marine life observation since it doesn't agitate the water and allows a continuing view of passing objects.

- *Swimmer-carried cameras* are smaller, lighter cameras which can be carried by a diver or swimmer. This easy movement of the camera around the depths allows personnel on the surface to get first-hand information on the work in progress or to determine the equipment needed.

Auxiliary lighting for use with all these cameras is usually supplied by a super-high-pressure mercury arc. However, a new type arc lamp which is expected to give better results is in the process of being adapted to underwater use.

The possibilities of underwater television seem unlimited and actually many of the jobs TV will be doing won't be the jobs that rate the headlines. Instead, TV will do many of the smaller, but still important jobs, that the Navy has to do. A good example of this was shown in experiments run recently at Green Cove Springs, Fla.

A mothballed ship, scheduled to go into drydock and have the various and sundry underwater growths cleaned off her hull, had the hull surveyed by means of underwater TV. A kinescope recording was made and compared with the hull of the ship when it went in drydock. From this it was determined that through use of television the ships of the mothball fleet can be inspected by TV to decide when they should go into drydock.

The Navy has also been called in to do a lot of underwater studies for other government agencies. Typical of these requests is one pending from

RADIO RESISTORS are 'blown up' on television for classroom study. Right: Instructor augments his lecture with TV.



NAVYMAN

the Department of the Interior has work with the Commission on the life off the what is finny fry believed that of certain Imposition is, the use of the In the a and exp a full he velopme provide

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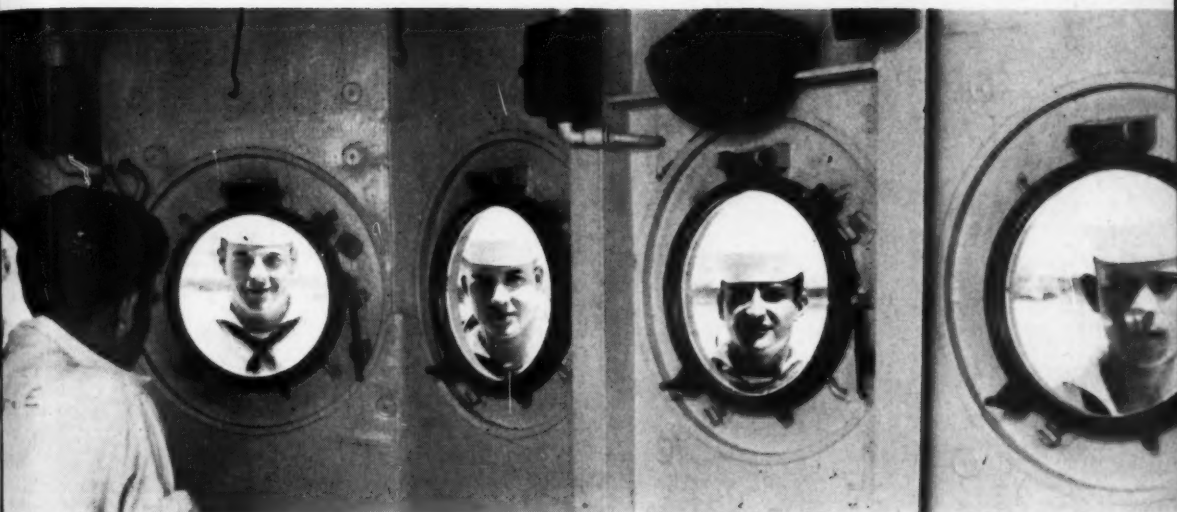
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NAVYMEN appeared on nationwide TV show. Here, sailors demonstrate TV 'technique,' substituting ports for screens.

the Department of the Interior. Interior has requested the Navy to work with the Fish and Wildlife Commission on a study of marine life off the Florida coast to determine what is happening to many of our finny friends. Through TV it is believed that the reasons for shortages of certain fish can be established.

Important as underwater television is, the Navy has not restricted its use of the new medium to that alone. In the air and on the ground, tests and experiments are going on under a full head of steam. Daily, new developments are being worked out to provide new TV uses and techniques.

Recently at Quantico, Va., representatives of BuShips working on television installations and developments, mounted a television set in a helicopter. The 'copter then flew out and covered a mock amphibious landing staged by Marine trainees.

The test wasn't conducted to determine whether coverage of an amphibious landing could aid in grand strategy, but rather to decide whether the helicopter would serve as an adequate carrier for the TV gear.

The BuShips representatives, sitting at MCAS, said that they had a seat as good as one on the fifty yard line at a football game and in addition pronounced the helicopter as more than an adequate carrier for TV.

Most airborne TV was tested by the Air Force with Navy observers on hand to decide what the Navy could do with the equipment. Work-

ing hand in. glove, the two services tested airborne television for several years.

Carrier aviation came in for possible television use when *uss Forrestal* (CVA 60) was planned as a flush deck carrier. At that time, engineers and technicians put their heads together and came up with a "deck surveillance" television system to supply the skipper and OOD, who would be under the flight deck and unable to see the operations, with complete coverage through television.

Actually the view they would have had on the television sets would have been better than that the CO or OOD has on a conventional carrier.



FROGMAN prepares to dive with television camera equipped with carbon arc lighting device for underwater use.

While *Forrestal* and others of her class now have the canted deck and therefore will still have an island, the idea of deck surveillance as an aid on all carriers is still under consideration.

Despite the fact that television is mostly thought of as an aid it can also be a killer when mounted in a guided missile. Two cameras can be carried in a missile, one focused on the instrument panel, the other aimed directly ahead. The remote control engineer operating the missile is equipped with two receivers and by watching them he can not only see where the missile is headed but note the changes to be made in its flight. As a result he can make instant changes in direction, altitude or speed and send the robot directly to its target.

From the battlefield to the classroom is a long jump, but television has made the transition with nary a pause. The training potential of TV is under careful study by the Navy, one of the leaders in this field.

Pride of the instructional TV is the set-up of the U. S. Naval Academy, Annapolis. There a complete studio, equipped to handle local and outside pick-ups, is in operation. Each of the many classrooms has a 21-inch TV screen and TV has become an important aid to the professors and teachers of the midshipmen.

There seems to be no question of the TV's ever replacing the professor, however, as it has not lived up to all the expectations of those who



CREWMEN from USS *Silverstein* (DE 534) learn about electronics maintenance records from C. D. Biggerstaff, ETC, USN, of Fleet Training Group.

Keeping Up-to-date on Shipboard Operation Techniques

Crewmen of U. S. Navy ships in the Hawaiian area are being kept up-to-date on the latest combat techniques by special instruction ashore and afloat.

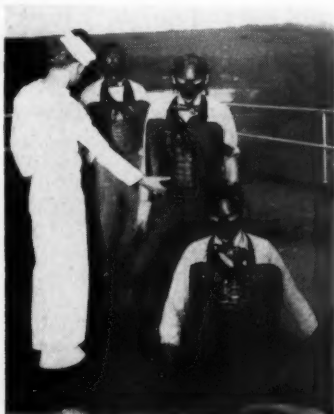
Classes are held for shipboard personnel by the Fleet Training Center under the direction of the Commander Fleet Training Group, Pearl Harbor, T. H.

Regular classroom instruction is held on the beach in all phases of shipboard operation in combat. At the end of this shoreside training, a battle problem simulating actual wartime conditions is given each ship taking part in the instruction.

Trained observers from the Center are stationed in vital parts of the ship, to take notes of any deficiencies or mistakes.

During the battle problem planes dive over the ship simulating strafing runs.

Bomb hits are simulated that result in "breakdown" of communications, piping systems and electrical lines that knocks out the fighting power of the ship. Officers and crew then apply their knowledge to getting the ship back in fighting shape in the shortest possible time, using the techniques learned at the Center.



NAVYMEN receive instruction in self-contained breathing apparatus. Right: Use of shallow water diving equipment is taught to sailors.



envisioned entire classes taught by nothing but television. Actually, in many cases ordinary films serve the purpose better. However, at the Academy the value of television lies primarily in two directions.

- When demonstrating something that because of its size, location or availability cannot easily be viewed by large numbers, it has proved excellent.

- When a key instructor can be brought into the studio to lecture to a number of classes simultaneously.

One phase of instructional television that seems to have a rosy future is the small portable TV system developed by the Special Devices Center of the Office of Naval Research, at Port Washington, N. Y. Labeled "ITVS" (Instructional Television System) it does away with costly studio equipment and personnel which made educational TV so expensive.

In this system the camera, with its complete receiving and transmitting equipment and sound system, has been housed in a small, desk-like console which can easily be moved from one classroom to another. From this console the TV program can be transmitted by cable to as many as 100 different TV receivers, located in as many different areas.

Main value of this new system is to serve as an electronic magnifier. For technical skill training, it is possible for students to have a TV receiver at their work benches and follow the instructor's step-by-step moves while watching TV close-ups. Thus each student has a front row seat. Training film, devices, charts, transparencies, film strips and blackboard presentations can also be picked up by the new system, making it possible for 100 classes to view one training film at the same time.

By using two cameras with the system, an instructor and his class can remain in the classroom while an assistant takes a camera to areas outside the classroom without loss of valuable class time. The TV equipment can also be used to show dangerous situations without endangering lives of students.

Whether it be in the field of education, underwater salvage of air borne reconnaissance, the Navy will be making the best use of television for years to come, for it has answered the question "TV or not TV" with a hearty vote of approval for television.

—Bob Ohl, JO1, USN

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Navymen Like Kandy

ELEPHANT RIDES and snake charmers are among the out-of-the-ordinary attractions for Navymen visiting the island of Ceylon, off the southeast coast of India.

Sailors from two flattops—uss *Hornet* (CVA 12) and uss *Tarawa* (CVA 40)—paid recent visits to Ceylon, inspecting its Buddhist shrines, tea factories, buying souvenirs in the many shops in Kandy and Colombo.

They listened to the exotic music of native snake charmers as deadly cobras performed their "dances." Photography fans had a field day snapping shots of their buddies astride elephants.

Upper left: Sailors from uss *Hornet* (CVA 12) visit sacred lake at Kandy, Ceylon. *Upper right:* Dig the pitch and roll of these 'vehicles.' *Right center:* Buddhist shrine, 'Temple of the Sacred Tooth,' is visited. *Lower right:* Snake charmer and cobra entertain group of Navymen from uss *Tarawa* (CVA 40). *Lower left:* Sailors look over jewelry in a shop in Colombo, Ceylon.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ALASKAN HOUSING** — Latest information on the housing front from the 17th Naval District gives a word of caution to petty officers in the lower pay grades who want duty in Alaska and want to bring their dependents with them.

In case you're thinking of putting in for duty in the bear country, here's the picture.

Kodiak—At the Naval Station at Kodiak, the situation has brightened somewhat recently. There is some public housing available and personnel in pay grades E-5, E-6 and E-7 are eligible to move in. A waiting list is maintained and the latest period reported was between 8 and 12 months.

Moreover, more than 300 two- and three-bedroom units have been constructed in the town of Kodiak. Units are unfurnished except for gas range and refrigerator. All have central heating and three-bedroom units have a washing machine and dryer.

Monthly rents are: Two bedroom (without garage) — \$110 a month plus utilities; two-bedroom (with garage) — \$130 plus utilities; and three-bedroom (with garage)—\$150 plus utilities.

Adak—The absence of any civilian community nearby and the limited number of public quarters available to enlisted men make the situation tighter.

The assignment of public quarters for enlisted personnel is limited to *chiefs and petty officers first class* only, and the normal waiting period

is six months. EMs in lower pay grades who are assigned to the area should *not* plan on bringing their dependents. There are no civilian quarters of any description available for renting.

Personnel who desire to request duty in the Alaskan area are advised by Com 17 to take these facts into consideration so that disappointments after arrival may be kept to a minimum.

• **GREAT LAKES HOUSING** — Word has come from the Naval Training Center at Great Lakes, Ill., of a general tightening up in the government housing situation, especially for enlisted men.

Lists for those seeking government quarters have lengthened recently. Earlier this year, there were 53 families on the waiting list for housing for petty officers first and second class; at latest report there were 118. Earlier there were 27 on the CPO list; now there are 47.

Naturally, Navymen reporting for duty at Great Lakes, and bringing their families right along with them with no assurance they can find housing, are apt to be putting themselves in the bight.

Many have had to resort to hotels and motels.

Officers with families are also apt to be affected although to a lesser extent. At last count, 32 officer families were on the list.

To avoid possible personal hardship, the Training Center recommends that all personnel, officer or

enlisted, who are about to be ordered to the center send a letter ahead for details on the housing situation. Address your inquiry to Mr. A. D. Moore, Housing Manager, Building 2-C, U. S. Naval Training Center, Great Lakes, Ill.

• **MOVING TO HAWAII?** — In a move calculated to improve the service in the shipment of household goods to Hawaii, BuSandA has come up with a "door-to-door" plan.

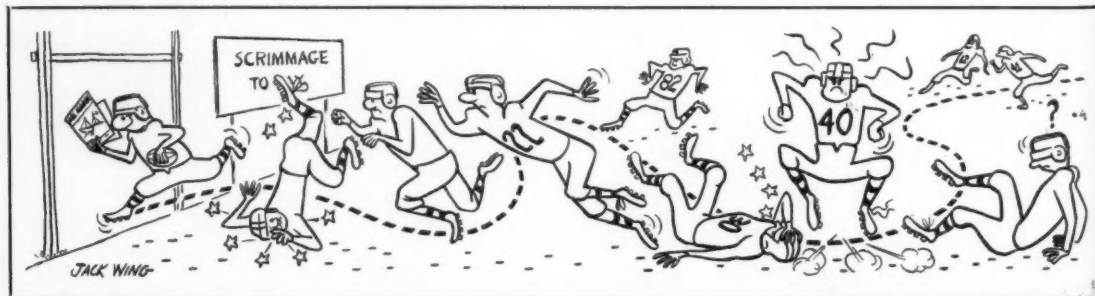
Instead of your household furnishings moving through several shippers as they progress from the continental U. S. to Hawaii, they will now be handled by the same company all the way, carefully packed for the ocean part of the movement in large wooden sea vans or metal containers rather than individual boxes or crates.

The service will include picking up your household goods at your residence point within the U. S., transporting them by motor van to a West Coast port, transferring the load to large containers, providing commercial water transportation, and storage-in-transit privileges if necessary, and delivering them to your new residence in Honolulu.

The same service will be provided for shipments originating in Honolulu destined to points in the continental U. S.

Shipments should be speedier too. According to BuSandA, the carriers offering this service have stated they can pick up a load at an eastern U. S. point and deliver it to Honolulu in approximately 30 days. This is considerable improvement over the present shipping time and should mean for most Navymen that by the time you and your family reach Pearl Harbor on your change-of-station orders, your household goods should be waiting for you.

There are several other advan-



PASS THIS COPY ALONG — Don't evade the issue — at least nine other men want to tackle this copy of ALL HANDS.

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• **ADVANCEMENT EXAMS**—The coming February advancement-in-rating exams will be given on board ships and shore stations at the usual times, with the single exception of the test for petty officer first class.

Instead of the fourth Tuesday of the month, the PO1 test will be held on the next day, 23 February. The 22nd is a holiday, Washington's Birthday.

Candidates for other petty officer spots will go to the post on the following dates: for chief petty officer, 1 February; for petty officer third class, 8 February; and for petty officer second class, 15 February.

Exams are given for the lower three pay grades twice a year, in February and again in August. However, as every first class well knows, the February exam is the only time during the year when he can seek to qualify for his chief's hat.

For the details on the changes in this year's exam as well as the list of certain overcrowded rates for which no tests will be given, see last month's issue, pp. 42 and 43. For the straight scoop on the new multiple that has been adopted and for the latest regulations on changes in rating through the exam, see the stories in this issue.

tages to the new system. An important one is that the shipment will move all the way on a single bill of lading, and in the case of loss or damage to your furniture, you would have to deal with one carrier only.

For another, you will be given a higher "release valuation"—that is, the value of your household goods will now be rated at 30 cents a pound rather than the former 10 cents.

The carriers offering the service have also indicated they will make available to owners a comprehensive all-risk insurance policy to cover the shipment from the origin to ultimate destination. You will have to pay the cost of the insurance yourself.

The new set-up is expected to mean some savings in cost to the government as well.

For more information on this new means of transporting your household goods to and from Hawaii, see your nearest household goods shipping activity.

• SPORTS PROGRAMS REVISED

—The Inter-Service and Navy sports programs for 1955 are undergoing a big change. On the Inter-Service level next year, boxing, which will be held 20-22 April, is the only sport to remain from 1954.

Sports to be added in 1955 to the Inter-Service are: bowling — 28-30 March; triathlon—29-30 April; golf—8-12 August; and tennis—22-27 August. The new sports are being added as a result of a survey which showed most commands wanted them.

After the 1954 eliminations are completed, there will be no further competition in baseball, basketball, and track and field on the Inter-Service level. Baseball and basketball competition, however, will be continued in the Navy program.

The revision of the Navy sports program will be mostly an expansion, and will include all sports currently being held on the Inter-Service level. Some of the sports that will be added are touch football, softball, and volleyball.

A big reason for the change in emphasis in the sports program is that under the new set-up, more men will be able to participate in Navy sports than before. Also, their chances of reaching the All-Navy and Inter-Service levels of competition will be greater. Ships and stations with small complements will, under the new program, be able to field teams on a comparable competitive level.

• AWARDS CUT-OFF DATE —

The eligibility period has run out for three service medals authorized for Navymen who put in wartime service in the Korean theater.

The medals are the Korean Service Medal, the United Nations Service Medal and the National Defense Service Medal.

Each of the three had a beginning date of 27 Jun 1950, the date of the outbreak of hostilities in Korea.

Now, a little more than four years later, the Navy has set the cut-off date for the three at 27 July 1954. Incidentally, the China Service Medal is specifically exempted from a terminal date at this time by the directive, SecNav Inst. 1650.6.

If you are still in doubt as to which you rate, if any, consult *U. S. Navy and Marine Corps Awards Manual* (Rev. 1953) or *ALL HANDS* for April 1954, p. 50.

QUIZ AWEIGH

How good are you at navigation? You don't have to plot a course in this month's quiz, but see how well you can steer through these questions. Anything less than four correct answers means you've run aground.



1. This instrument is used to (a) indicate wind direction (b) indicate wind velocity (c) indicate the speed of a ship.

2. It is found aboard practically every naval vessel and is known as a (a) barometer (b) pitometer (c) anemometer.



3. The aircraft, here shown starting its take-off, is the (a) P2V Neptune (b) Sea Dart (c) P5M Marlin.

4. The white spurts at the side of the plane are the result of (a) exhaust from the engine (b) smokeless JATO (c) tracer-bullet guns.



5. This Iowa-class battleship, the modern battleship with the most years of continuous active service, is (a) USS Washington (b) USS New Jersey (c) USS Missouri.

6. When one of the above is placed in mothballs, there will be only three battleships in active commissioned service. They are (a) USS Texas, USS Indiana and USS New Mexico (b) USS Oregon, USS Alabama and USS California (c) USS New Jersey, USS Iowa and USS Wisconsin.

You'll find the answers to the quiz on p. 56.



SAILORS from USS *Blair* (DE 147) rescued members of Boudreau family soon after this photo was taken. Below: Navymen survey hurricane debris.



'Carol' Goes on a

DURING THIS YEAR'S Atlantic coast hurricane season, the big winds followed each other in rapid succession, hitting ships at sea and in port, creating floods, destroying lives and property valued in the millions.

Throughout the series of storms—from "Alice" to "Florence"—the Navy pitched in, protecting its ships and men and bearing a hand to help civilians in distress.

One of the most dramatic episodes took place when, during the height of Hurricane Carol's destructive rampage, USS *Blair* (DE 147) rescued a Fall River, Mass., family of three who were floating out to sea on the roof of their house.

Blair was steaming northwest of Melville, trying to keep from being blown aground by the heavy winds of the season's roughest hurricane. She was in trouble, having lost her port anchor and whaleboat.

About 1430, *Blair's* lookouts spotted three people clinging to the floating rooftop in the rising waters of Narragansett Bay. *Blair* came alongside and five of her crewmen jumped off the DE's forecastle into the pounding sea to rescue Robert Boudreau and his sister, Claire. Charles Guertin, TM2, and Seamen Henry Halverson, Ernest R. Edelman, Luigi Petrosino and George Nash managed to get lines around the two and they were hauled on-board *Blair* at 1441. The third victim, Mrs. William J. Boudreau, mother of the rescued, slid off the rooftop and sank under *Blair's* bow, coming up on the other side of the DE. She managed to stay afloat until picked

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up by a small Coast Guard cutter that had also sighted the floating rooftop.

A Navyman effected the rescue of three sailors marooned on a storm-tossed fingerpier, adrift in a small boat anchorage at Melville. The courageous sailor, J. J. P. Murray, BMSN, usn, waded into the turbulent waters, carrying a line out to the rock wall enclosing the anchorage where the sailors were stranded. He secured the line to the floating pontoon and the sailors waded back over the same route, clinging to the line which was held secure at the other end by sailors on the wharf.

The Navy gave another kind of "assist" when high winds knocked over power lines in the Quonset Point area, stopping the power supply for cold storage. NAS Quonset Point offered its refrigeration lockers to merchants for the storing of food.

Sailors went from shop to shop, informing merchants they could store their perishable food supplies in the air station's lockers. The Navymen helped load the food into cars and trucks, working late into the night in order to save as much of the perishables as possible.

The Navy "rode out" the hurricanes with a minimum of casualties to men and ships. Hurricane Carol cost the life of one sailor who was washed overboard and inflicted injuries on four others. Thirty vessels received some damage, mostly of a minor nature. A number of ships lost anchors and boats. One vessel, *uss Deuel* (APA 160), went aground when her lines parted at the Davisville pier.



COURAGEOUS SAILOR, J. J. P. Murray, BMSN, USN (arrow), rescued three marooned Navymen. Above: Hurricane buffeted ships, damaged power lines.



FLOODED area looks desolate to these sailors. Note auto engine-deep in water. Below: AD and DDs ride out the storm despite high winds, rough sea.





ALL-NAVY TALENT ON TV—Guitarist Frank Marone, AT3; Comedian Allan Aiken, ADAN; and 'The Three Kings'.

Navy 'Smoker' Makes a National Hit

A SHORESIDE VERSION of the "Ship's Smoker," one of the oldest forms of recreation in the Navy, was presented to a nation-wide audience for the first time when winners in the All-Navy Talent Contest performed on "The Toast of the Town" television show.

Selected by their shipmates at naval activities from coast to coast and from the Fleet in the Navy's initial service-wide talent contest, 37 Navy-men and Waves gathered in New York City in September for the final eliminations.

When the "shoreside smoker" went

on the air waves, it provided an hour-long show ranging from comedy pantomime and acrobatics to calypso and straight singing. The television broadcast, which gave Navy families and their friends throughout the nation an opportunity to see a sample of a ship's "Happy Hour," grew out of BuPers Notice 1710, issued this summer.

The contest, designed to "discover and encourage musical and theatrical talent" in the Navy, was waged on a Navy-wide basis with participation from the Fleet when and as possible. Marines stationed at naval activities were also eligible.

Relying on the same type of facilities as are usually found aboard ships and naval stations, the Navy contest instructions prohibited acts requiring specialized scenery, and authorized only appropriate costumes and properties such as musical instruments, puppets, etc.

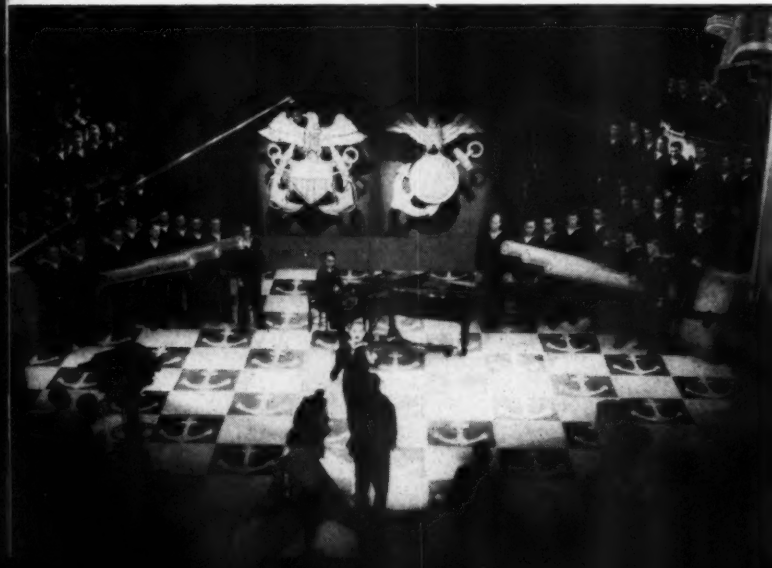
From the opening number of "Anchors Aweigh," by the famed NTC Bainbridge choir, the show moved along at a fast and entertaining pace. The all-male choir, under the direction of Richmond S. Wright, PN2, USN, is composed mostly of recruits undergoing basic training, hence there is an almost constant personnel changeover. Yet the choir put on a highly polished performance, despite the fact that it was called on to sing two pieces that the men of the chorus had never sung before.

Just a few hours before the program went on the air, the accompanist, Lieutenant (junior grade) R. J. Lawton, USNR, along with the choir director, got the group together backstage and in jig time, they had the songs down pat.

Each of the acts that reached the finals in the All-Navy Talent Contest was outstanding. Because of time limitations, some of the performances had to be eliminated in the 60-minute television broadcast. However, as many of the runner-up contestants as possible were used with other acts.

Take, for instance, Alethia Mayo, SN (W), USN, of the Washington, D.C., Receiving Station. A classical pianist, she wasn't selected for the

'LORD'S PRAYER' is sung by John Duffy, YNSN, accompanied by the Bainbridge Choir and pianist Alethia Mayo, SN (W), during telecast of the show.



ALL HANDS



PUPPETEER Jerry Hartnett, HN, warms up. **Tenor** John Duffy, YNSN, rehearses song. **Marine 'Harmaniacs'** sound off.

show, but she did appear, as an accompanist to John Duffy, YNSN, usn, tenor from NAAS Barin Field, Foley, Ala.

Jerry Hartnett, HN, usn, of the Portsmouth, Va., Naval Hospital, provided the audience with an entertaining marionette show, featuring his puppet, "Leilani" who danced the "Dragnet Hula."

Jerry, who started this hobby at the age of seven, learned to make and manipulate his marionettes at the Public Library in his hometown of Hempstead, L. I., N. Y. Since being assigned to the Portsmouth Naval Hospital in March 1953, Jerry has done about 200 shows in the wards.

"The Harmaniacs," a harmonica trio made up of Marine PFCs Dominick Sgro, Igor Sedor and Antonio Sgro, were the first of three Leather-neck acts on the show.

Other Marines on the show were SSgt Irvin Redcay, of the Marine Corps Band, who played the piano, and calypso singer Second Lieutenant Edgar House, of MCAS Cherry Point, N. C.

Laughs on the show were provided by Allen Aiken, ADAN, usn, of NAS Moffett Field, Calif., with a comedy routine of the Bob Hope type. Francis Bushee, SR, usn, of NTC San Diego, Calif., gave impersonations of famous celebrities, and Wave Tobi Anderson, SN, usn, of Norfolk Naval Station, did a comedy pantomime on the song "Two to Tango."

Besides Tobi Anderson, the other Waves on the show were vocalist Lillian Speese, SN, (W), usn, of NAS Alameda, Calif., and Eslun Chin, SN (W), usn, of the Seattle, Wash., Na-

val Station, who performed a tap dance.

The two music combos on the variety show represented the East and West Coasts. From NAS, San Diego, Calif., came the "Note-Ables," consisting of Charles Austin, SN, usn, George Rego, SN, usn, Kenneth Brown, SN, usn, and Gene Knight, SN, usn.

Representing NAS Norfolk and the East were the "Aristo-cats," made up of Roger Ronk, MU2, usn, Charles W. Evans, MU2, usn, Jack Cantwell, AD3, usn, and Frank Kersel, SN, usn.

The other group act was an acrobat team, "The Three Kings," from NAS Atlantic City, N. J. The three

sailors, George King, EMFN, usn, Robert Shinkle, EMPFN, usn, and Angelo Lococo, AC3, usn, had joined forces only a few months before the All-Navy Talent Contest eliminations. Each had studied acrobatics as a civilian and happened to meet while stationed at NAS Atlantic City.

In another 'single' act on the show, Ronald Saviniwicz, MU2, usn, of USS *Pocono* (AGC 16), gave an expert accordion solo. Milton Monbleau, SN, usn, of NTC Great Lakes, Ill., singing "Hey There," drew heavy applause from the television audience, as did Frank Marone, AT3, usn, of NAS Patuxent River, Md., playing the electric guitar.

During Marone's act, the electric

SWING COMBO—"Note-Ables," Charles Austin, SN; George Rego, SN; Kenneth Brown, SN; and Gene Knight, SN; practice exit with Ed Sullivan.





REHEARSAL—Ed Sullivan talks with Lillian Speece, SN (W). Right: Tobi Anderson, SN (W), practices pantomime. Below: Bainbridge Choir tries new song.



DANCER Eslun Chin, SN (W), USN, gets TV spotlight. Right: Calypso singer 2nd LT Edgar House, USMCR, sings one of his songs on All-Navy Talent Show.



current fouled up, but this didn't rattle the guitarist. He continued to play as though nothing was wrong, until the current was restored, in the usual showman's tradition.

The hour-long All-Navy Talent Contest closed with a rousing song from the NTC Bainbridge choir ringing down the curtain.

While this was the first All-Navy Happy Hour or smoker ever to be witnessed by a nation-wide television audience, it stems from a long tradition of performances of this type, performed, however, for a much smaller but equally enthusiastic audience.

In the days of the old Navy, recreation was confined mainly to rendering impromptu songs or swapping yarns during rope yarn Sundays or on off hours, when the smoking lamp was lighted.

In the early 1900s, ship's bands were beginning to appear on the larger vessels. They entertained the crews with concerts whenever the occasion presented itself.

Shipboard balls in foreign ports were a way of entertaining visiting dignitaries. Then too, if a vessel could muster sufficient theatrical talent, it would be a signal to stage a play on the quarterdeck. These shows were sometimes elaborate affairs with ship-made costumes and props. Many of the plays and accompanying music were the original work of the crew.

The between-bout entertainment served as a special drawing card and included such activities as dancing, vocal and musical solos and band numbers. Many present-day show business personalities first appeared on stage as part of some ship's Happy Hour or smoker.

The first All-Navy Talent Contest is just a sample of what may grow out of the Navy Happy Hours and smokers which your Enlisted Recreation Committee can arrange for.

If you happened to have missed the live telecast of the winners in the All-Navy Talent Contest, chances are that you'll still get to see it. The kinescope of the Ed Sullivan show, which featured the Navy talent, is being put in the Navy Motion Picture circuit as one of the nightly movies in the near future.

No one act that appeared on television was selected as the "top" Navy talent. Each contestant who appeared on the show will receive a trophy as a winner in the 1954 All-Navy Talent Contest.

—Rudy Garcia, JO1, USN

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Smokers at Sea

SHIPBOARD HAPPY HOURS have been a source of entertainment for Navymen for many years.

Boxing bouts, wrestling matches and other sports events, combined with band concerts, jazz sessions, variety shows and the like, add variety to the entertainment diet and give more crewmen a chance to take an active part in the proceedings.

Barbershop quartets, choral groups, acrobatic acts, song and dance teams, and comedy routines have all graced the improvised stages for Navy Happy Hours afloat. These Happy Hours or smokers provide an outlet for the musical and theatrical talent of officers and EM alike and are fine morale-builders—not only for audiences but the performers.

Here are some typical shipboard Happy Hour scenes:

Upper left: Barber shop quartet, made up of officers on board *uss Mt. McKinley* (AGC 7), entertains during smoker. *Upper right:* Jazz combo sounds off with some hot licks during session aboard *uss Kearsarge* (CVA 33). *Right center:* Members of 'Henrico Ramblers' — *uss Henrico* (APA 45) — perform aboard *uss Pine Island* (AV 12). *Lower right:* Crewmen muster around band for impromptu concert on deck of *uss Toledo* (CA 133). *Lower left:* Combo from Sixth Fleet Band practices aboard *uss Salem* (CA 139).





USS PIGEON earned two Presidential Unit Citations in WW II. This photo was made nearly a quarter century earlier.

USS Pigeon Was No Sitting Duck

*Here the story of *uss Pigeon* (ASR 6), completely told for the first time. It is this battered and ancient submarine rescue vessel that has the unequalled distinction of being the ONLY surface vessel of the U. S. Navy to have been twice awarded the Presidential Unit Citation.*

AS COMBAT VESSELS GO, *Pigeon* didn't amount to much when she limped into Cavite Navy Yard, Manila Bay, late in November 1941 for overhaul and repairs. Launched in 1919, the 946-ton vessel had been severely damaged twice during her career and was now serving her declining years as a China Coast work horse until the day of her final decommissioning.

Pigeon's skipper, LCDR (now RADM) Richard E. Hawes USN, had launched his career as a fireman 1/c two years before *Pigeon* had begun her Navy tour. Later an ensign in the Naval Reserve, LCDR Hawes had begun his Regular Navy career as an officer by special act of Cong-

ress, in recognition of his work as Boatswain in the salvage of the submarine *uss S-51*.

Pigeon had the usual complement in her crew—a single ensign, three warrants, and approximately 100 enlisted men. Their caliber is illustrated by their actions during the last three vital weeks of December 1941.

Nevertheless, to a survey party's first glance, *Pigeon* would seem to be be poorly equipped to face her moment of glory. On the morning of 10 Dec 1941, when the Japanese followed their first attacks with a massive air raid over Manila Bay, *Pigeon* was moored at Machina Wharf, Cavite Navy Yard, in a five-ship nest, with her anchor engine and a large part of her steering assembly hopelessly scattered throughout the Yard for repairs. Inboard of her were the submarine *Seadragon* (SS 194) and *Sealion* (SS 195), both in varying stages of overhaul. Next to *Sealion* was the mine sweeper *Bittern* (AM 36). Then came

Pigeon and another mine sweeper *Quail* (AM 15).

With no rudder, *Pigeon* might be a little slow and unwieldy, but she was ready and willing. In the brief time since enemy planes had first appeared overhead, hard work and ingenuity had made *Pigeon* seaworthy. A rough, homemade tiller had been installed and relieving tackles rigged. The main engines were warmed up and steam was ready at the throttle. A steaming watch had been maintained since danger first appeared.

At the first appearance of the planes, on 10 December, finding that the jury-rigged rudder was not adequate for the delicate maneuvering required to clear the nest, *Pigeon* lashed herself to *Quail*, who dragged her clear of the pier into the more open waters of the bay. There, with all guns spitting futilely at the Japanese planes cruising leisurely overhead, both vessels maneuvered independently to avoid the falling bombs. One string fell about 200 feet astern

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of *Pigeon*, and another to port about 200 yards, both shaking the ship severely.

Equipped with 3-inch guns which could almost reach the raiders, *Quail* decided to stay in the bay and attempt, at least, to hold the planes at a respectable altitude. *Pigeon* was at that time armed with two 50 caliber and two 30 caliber machine guns. A few useless rounds were enough to convince *Pigeon's* skipper that sling shots would be as effective as her guns against the bombers. The crew did have the small satisfaction of seeing their bullets pour into a low-flying fighter; however, they had no effect.

From the relative safety of the bay, the crew of *Pigeon* could see that Cavite was now a molten furnace. Oil tanks had exploded, sending up mountainous eruptions of smoke and flame. Machine shops, docks and storehouses had burst into flame and were already crumbling to the ground. Explosions of air flasks and detonating warheads were taking place. From the north, fresh formations of enemy planes appeared.

Hawes was faced with a simple but hard decision. With no loss of honor he could stay in the bay and take his chances against the planes or he could go back into Cavite and attempt to save what remained of the submarines and their crews.

The ASR lived up to her designation as a submarine rescue ship. *Pigeon* moved into what appeared to be certain suicide. At this point, *Sealion* was completely wrecked, but *Seadragon*, her engines dead, had



RARE PHOTO (below) taken on 10 Dec 1941, shows Cavite Navy Yard ablaze after being bombed by enemy planes. Mixed feelings are shown on faces of Navy men (above) as they watch Japanese plane flying over ship in World War II.





TWIN-MOTORED 'BETTY' heads for the drink. USS *Pigeon* accounted for a number of enemy planes during early months of the war in the Pacific.

cast off from the wharf and was still afloat, although badly battered by the explosion which had shattered *Sealion*. Flying fragments had smashed her conning tower, ripped away part of her bridge and punctured her tanks. *Bittern* was hopelessly afire. The crews of *Sealion* and *Bittern* were huddled on the deck of *Seadragon*. Bombs were falling dangerously close to a barge loaded with torpedoes. Next to the

wharf, the torpedo shop was struck.

"The first idea was to use our five hose heads and extinguish the fire near the vessels and thus relieve them," says Hawes in his report, "but this was found to be impossible because of the wind. We were ordered to get clear, so we proceeded to the assistance of *Seadragon*."

Somewhat after the manner of the halt leading the blind, *Pigeon* ran her stern against a convenient piling

and passed a line to the helpless sub. Taking a brace against the piling, *Pigeon* pulled the 1450-ton sub clear, only to have it run aground on a mud bank not far from the dock.

"For a few minutes," commented LCDR Hawes, "it looked as though both *Seadragon* and *Pigeon* might be in a perilous position. Due to wind and tide, as well as our somewhat inadequate steering arrangement, certain difficulty was experienced in trying to turn *Seadragon*."

The situation was not only perilous. It was downright critical. Falling bombs gave impetus to *Pigeon's* propellers as they churned the water until finally the sub slid reluctantly off the bank. When they were a short distance away, a large bomb struck an oil tank near the water's edge. As it exploded, a great sheet of flame rolled out across the water toward the two struggling ships. The heat blistered the paint of *Pigeon* but, just as it was becoming unbearable, the flames dissolved and died down, leaving the deck caulking "running like water." The men of *Pigeon* stared at the spot they had just left and gratefully gulped the fresh air. Had they been a few minutes longer struggling with *Seadragon* on the mud bank, vessels and crews would have been burned to a crisp.

Part way out of the channel, *Seadragon's* engines were finally started. Lines were cast off and the submarine slipped off to deeper water and comparative safety while *Pigeon* returned to the Yard.

Not all of *Pigeon's* crew were available to help with the rescue of the submarine. While *Pigeon* was busy with her tow job, two crewmen, Warrant Machinist Rollin Reed and W. Taylor, WT2c, boarded a surf boat and succeeded in hauling a burning lighter clear of their route, hauled a gasoline lighter out and moored it to a buoy and, with the help of another small boat, hauled the burning *Bittern* out to a buoy just off the dock.

For that day's work, the officers and crew of *Pigeon* received the following citation by the President:

"For outstanding and courageous performance of duty of the officers and men attached to the USS *Pigeon* on the occasion of the Japanese aerial attack on the Navy Yard, Cavite, P. I., on 10 Dec 1941, when that vessel, despite the severe bomb-



SMOKE AND FLAMES pour from buildings along Philippine streets after bombing raid on 13 Dec 1941. This was Taft Avenue in Barrio, Paranaque.

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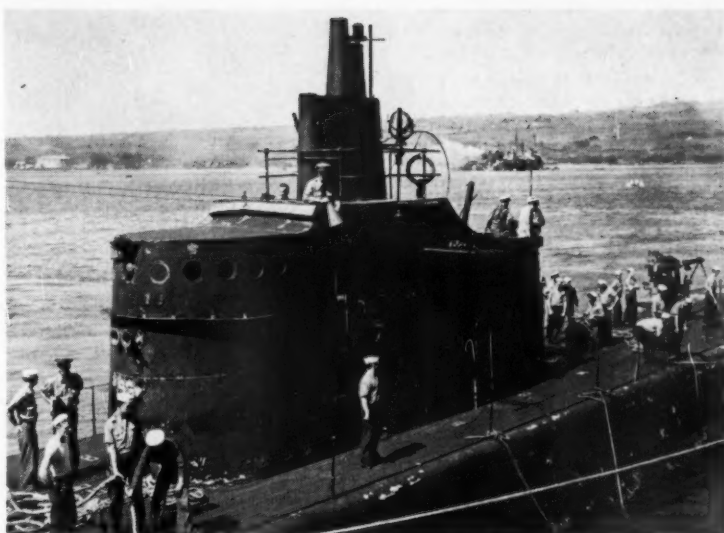
ing attacks by enemy Japanese air-
craft at the time and without the
use of regular steering equipment,
towed to safety the *USS Seadragon*
and assisted generally in clearing the
docks of that Navy Yard, then a
roaring inferno, of naval vessels and
yard craft secured thereto."

Meanwhile, there was a job to do,
including the repair and fitting out
of *Pigeon* herself. For once, a hum-
ble rescue vessel could be fitted out
to her skipper's taste as a man-of-
war. In between repair and salvage
jobs and further Japanese attacks,
Pigeon's crew salvaged the necessary
steering equipment from the now
useless *Bittern*, installed a new an-
chor engine, repaired the leaking
forward peak tank, installed 20 to
30 sheets of boiler plate as splinter
protection for the guns, and replaced
all the glass windows in the chart
house with additional boiler plate.

For armament, the refitted *Pigeon*
was loaded down with two "new"
3-inch guns, six additional 50 caliber
machine guns, 26 service rifles, five
automatic rifles and two dozen "45"
automatics. They succeeded in load-
ing to capacity with 50 caliber am-
munition, but were forced to satisfy
themselves with 460 rounds of am-
munition for the 3-inch guns. After
all strictly nonfunctional equipment
was thrown overboard, *Pigeon's*
draft was 14 feet 6 inches aft and
13 feet 4 inches forward, instead of
the normal full load mean of 13 feet
7 inches. Bring on the enemy!

This was, of course, spare time
work. Recreational activities, so to
speak. As a part of *Pigeon's* job, she
moved and anchored countless ves-
sels clear of the now-useless Navy
Yard; installed on the minesweeper
Tanager (AM-5) antiaircraft guns
taken from ships that had been badly
damaged by the ever-recurring
attacks or which were already scrap-
ped.

While she fed an average of 125
men daily, including working parties
and boats at Cavite, *Pigeon* furnis-
hed crane service and assistance for
the removal of all secret and useful
equipment of *Sealion*. She salvaged
torpedoes, transported deck loads of
torpedoes and equipment, warheads,
exploders, igniters and other sup-
plies to a secret rendezvous. For
variety, she made underwater re-
pairs at night to the crippled sub-
marine *Porpoise* (SS 172). All hands
who were qualified divers turned to
on that job, including *Pigeon's* com-



PIGEON helped in disposal of Philippine gold and silver. *USS Trout* (SS 566), shown here, was one of the submarines which carried gold to the States.

manding officer.

Danger became a habit, no longer
worthy of comment. All operations
were conducted with lookouts alert-
ed, with guns fully manned and fre-
quently busy. One night mission in-
cluded the recovery of a barge of
submarine mines from an area al-
ready under control by the Japanese.
The errand was accomplished, of
course, and with the added touch
of lighting off several hundred bar-
rels of enemy-held aviation gasoline.

Other standard missions included
beaching a 17,000-ton freighter

which had been wrecked by bombs,
and salvaging its 160,000 gallons of
fuel oil in order that the gunboats
might stay on patrol. *Pigeon's* crew
salvaged and concealed 400,000 gal-
lons of deisel oil to enable the sub-
marines then contacting Corregidor
to take on fuel; they salvaged in-
numerable small boats; they set up
and operated a repair base for in-
shore patrol boats, manufactured a
600-foot fish net to provide fresh fish
for crews ashore; they assisted in
dumping the Philippine silver cur-
rency. There were other routine
errands, of course, such as moving
buoys and picking up a disabled oil
barge which had drifted into the
mine field.

There were more interesting
moments. During the first bombing
attack on Corregidor, *Pigeon* was
able to fire six rounds, proudly,
from her 3-inch antiaircraft guns.
Lack of experience told, however,
and she was unable to bring down
even one plane.

The *Pigeon's* chagrined crew re-
deemed themselves the following
day. This is how LCDR Hawes tells
it:

"In spite of our intentions to be
clear of docks and concentrated
shipping, we were caught at S dock
tying up a lighter load with oil
drums. The first string of bombs hit
the north end of Corregidor and in
water about half way to the dock.
By the time the second string was



SUBMARINE rescue vessel, *USS Pi-
geon*, slides down ways (as AM 374)
in launching ceremony early in 1919.

dropped we were well clear. Three two-motored enemy planes came over at an altitude estimated at about 4000 feet. We opened up with all of our 50 caliber guns and saw many shots hit the planes. It was not until the following day that we learned that one plane exploded between Monja Island Light and Corregidor and the other two crashed just beyond the mine field."

Pigeon's crew was understandably confident after this episode, but they still had things to learn. Fortunately, the next lesson was taught them by a comparatively harmless observation plane the following day.

"At about 0830, while standing through the eastern buoys en route to Mariveles, an observation plane passed directly overhead at about 2000 feet altitude," recounts the CO. "The altitude and leisurely flying completely fooled us and it was directly overhead and past, before we saw it was an enemy."

Fortunately, the enemy made a mistake, too, but did not live to profit by it.

"We held our fire until it turned back for another look at us and when it was almost over us again, all 50 caliber guns opened up. We could see the tracers hitting the plane which sideslipped, lost altitude, changed course and headed out to sea. From the amount of volleys pumped into the planes the previous day and today, it is not believed that 50 caliber fire can bring down the type of plane used



CARRIER-BASED planes of U. S. Third Fleet blasted Cebu Harbor, Philippines as offensive got underway.

against us, but they can cause considerable damage."

What were the casualties during this strenuous month? Aside from the lack of sleep, the customary skinned knuckles and bruises attendant upon this type of duty, there were none.

"The fact that not a single man was killed or injured is a miracle," commented LCDR Hawes, "and this good fortune does not lessen the courageous performance of the crew."

For their action during the latter part of December, *Pigeon* was com-

mended as follows for its second PUC:

"For displaying excellent fighting ability when the personnel of the *uss Pigeon* on two occasions, during the month of December 1941, shot down several attacking enemy Japanese aircraft; this despite the fact that the primary mission of the ship was the rescue and salvage of submarines."

Pigeon's skipper concurred most emphatically.

"The courage, spirit and efficiency of the *Pigeon's* crew is believed unsurpassed by past, present, or any future crew of any vessel of any nation," he commented. "I don't believe that any crew will ever face more terrifying conditions than did the crew of *Pigeon*. During the entire operation, not a single man flinched or hesitated in carrying out his duties."

Hawes' high opinion of his crew is illustrated by the fact that he recommended every enlisted man for immediate advancement in grade.

He also recommended that these crew members be awarded a Silver Star Medal: Martin Binder, Machinist; Ralph W. Cook, Gunner; Lindell H. McCain, RM2/c; Paul R. Pogreba, BM1/c; Rollin Reed, Machinist; Floyd M. Symons, BM1/c; Wayne E. Taylor, WT2/c; and Samuel H. Wood, SF1/c.

The Secretary of the Navy and the Board of Decorations and Medals agreed with LCDR Hawes' recommendations. Naval Reservist Ensign George R. Mitchell received the Navy Cross and Boatswain's Mate Symons later was promoted to ensign and received a second Silver Star Medal for his gallantry in action during the early months of 1942.

Pigeon's luck could not, of course, last forever. Five months later, on 3 May 1942, an enemy dive bomber, after trying for 10 hours to sink *Pigeon*, finally dropped a bomb on her starboard quarter, causing the weary, battered and overworked drudge of the navy yards to sink in 16 minutes. Most of the crew escaped to another ship only to be captured two days later by overwhelming numbers of Japanese.

Next time when you stand at the rail of a proud battleship or cruiser and gaze down at the smaller service vessels and auxiliaries scurrying out of your way, think of *Pigeon*. If there is a Valhalla for brave combat craft, *Pigeon* will be there.



SMOKE RISES FROM CAVITE AGAIN—late in 1944—as U. S. planes drop tons of high explosives on the former American naval base in the Philippines.

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INTER-SERVICE FINALS—Navy's Lou Townes, AD1, reaches down to tag Army's Jim Landis, sliding safely to third.

Norfolk Swings Its Way Into Service Finals

AN UNDERDOG NAVY team swept through to win the runner-up spot in the 1954 Inter-Service Baseball Tournament held this year at the Army's Camp Carson, Colorado Springs, Colo.

The powerful Army squad from Fort Ord, Calif., won the championship in this year's tourney, which incidentally ends baseball competition presently held on the Inter-Service level.

In the championship game, the dopesters weren't giving the Navy champs, NAS Norfolk, any chance at all against Army. But All-Navy champs are not the type to roll over and play dead.

Dick Irvine opened on the mound for Navy and after a scoreless first inning, he was staked to a one-run lead when John Jaciuk (pronounced "ya-chek") smashed a homer over the right field fence 355 feet away.

The Army threatened in the third. Pitcher Bud Watkins singled but was out trying to stretch it to a double. Jim Landis, Army centerfielder, who was later selected as the outstanding player in the tourney, followed with a triple to deep right center but he was stranded on third as Irvine made

the next man ground out and then struck out J. W. Porter, the Army's ace.

But in the bottom of the fourth, the Army succeeded in knotting the score when Manny LaCosta walked and came around on a long double by Jack Steinagel. Again, Navy's Irvine got tough and ended the inning without further damage.

The hustling Navy nine came back in the fifth to take the lead again with what appeared to be two big runs. Bob Stefanich, Navy shortstop, walked and catcher Bob "Bojo" Graham singled him to third. Pitcher Dick Irvine then boosted his own stock as he slapped out a two-run double to put the sailors ahead 3-1.

This lead lasted until the bottom of the sixth when singles by LaCosta and Steinagel, followed by a double by Bill Hansen, again brought Army from behind to tie the score.

In the seventh, Army moved in front to stay when their batters exploded for two runs on a double by pitcher Bud Watkins (Navy couldn't get this guy out)—he had a 3 for 3 night followed by a 390-foot home run by Bob Landis.

The Army pitcher protected his

lead with a vengeance, retiring 14 out of the last 15 men he faced. Only Frank Montgomery, Navy's right fielder, reached base after Navy had scored its final two runs. With two out in the top of the ninth, Montgomery sent a sizzling grass cutter that went between the first baseman's legs for an error.

It didn't make much difference, however, because the next Navy batter flied out to end the closely fought ball game, making Army the winner and 1954 Inter-Service Baseball Champion. Final Score: 5-3.

Army and Navy reached the pinnacle of service baseball by defeating the Marines and Air Force, respectively, in preliminary games. In the first game of the tourney, Navy edged the Air Force nine 3-2 in 10 innings and Army manhandled the Marines 7-1.

Navy was limited to only five hits by Air Force Pitcher Joe Gaskins, but the Bluejackets made full use of their base knocks to edge the Warren Air Force Base team in the extra inning game. Bill Dufour, Navy chucker, was tagged for 11 hits but managed to space them well enough to keep out of serious trouble. How-



ALL-NAVY TEAM beat Warren Air Force Base 3-2 to win opening game of Inter-Service tourney. Army beat MCRD San Diego Marines 7-1 in preliminary.

ever, in each of the first three innings, the Air Force lead-off batter reached first safely. Dufour retired the next three batters in each inning. The Air Force team finally broke the scoring ice in the top of the fourth with one run on three consecutive hits.

Navy went the Airmen one better in their half as they scored one run without the aid of a base hit. Two consecutive errors by the Air Force shortstop put Lou Townes on second and Tony Klinicki on first. John Jaciuk then forced Klinicki at second as Townes moved to third. From this situation Navy engineered a delayed steal with Lou Townes scoring the tying run.

In the seventh, the Airmen went ahead when third baseman Bill Johnson singled to score Del Roark from second. But Navy again came from behind as centerfielder Bobby Hoeft and Bill Dufour combined to even the score. Dufour walked and was chased home on a triple by Hoeft. The score remained knotted until the

10th, with Dufour retiring 11 out of the last 12 Air Force batters he faced.

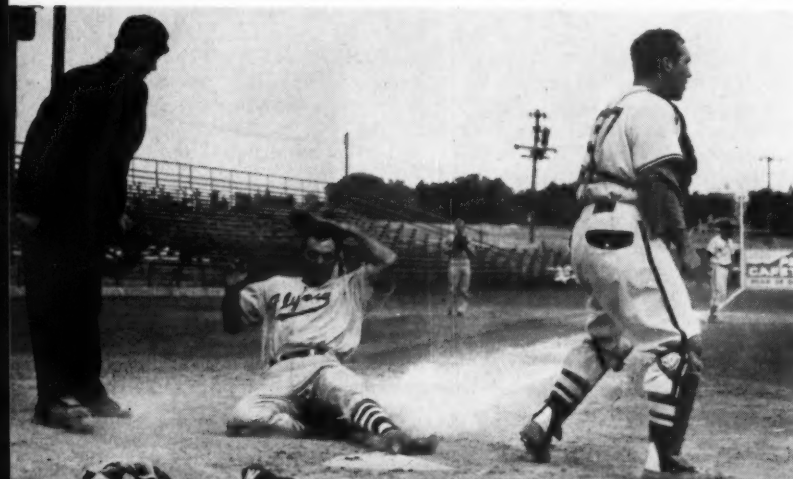
Then in the home half of the 10th, the Dufour-Hoeft combo secured the victory for the Norfolk "Flyers." Dufour led off with a safety and was moved to second on the sacrifice by Chico Palamara. Hoeft then pumped a single through the box to knock in the winning run.

In the other preliminary game, Army downed the Marines from MCRD San Diego. Army pitcher Jim Russell tossed a neat five-hitter at the Marines while his mates were rapping nine safeties off the offerings of Marine pitchers Floyd Brower and Paul Schulte.

The Marine chuckers weren't helped any by four errors. Army, however, removed all doubt as to the eventual outcome at the start as the soldiers tallied a single run and added two more in the third on the combination of a walk, triple and single.

The Leathernecks scored their only

TYING RUN—NAS Norfolk's Lou Townes slides home in fourth inning of opening game to knot score 1-1. Warren's Bill Randall is waiting for the throw.



run in the seventh. At that point, Army had a 6-0 lead, having scored three more runs in the fifth. Bob Landis added Army's final marker.

In the consolation game the Air Force bombed the Marines 9-4. The Airmen utilized three base hits, two walks, a sacrifice and two errors to tally six big runs in the initial inning and put the game in their back pocket.

ALL-NAVY

NAS Norfolk climaxed a season-long uphill struggle by defeating the team from the Submarine Force, U. S. Pacific Fleet, three games to one in the All-Navy championship held at NOB Norfolk, Va.

The "Flyers" from the Norfolk air station opened the "World Series of Navy Baseball" with a 6-3 victory over the "Raiders" from Pearl Harbor. The "Flyers" converted eight hits and five SubPac errors into their winning runs.

SubPac opened the game with two runs in the first inning only to have Norfolk come back in its half with four runs. NAS added its final two runs in the sixth on a homer by catcher Bobby Graham with a man on base.

Sam Taylor, slugging SubPac backstop, tallied the final run for the submariners with a tremendous 400-foot homer over the centerfield fence.

SubPac outfielder Tom Incaviglia took personal charge of the "Raiders" offense in the second game as he pounded a pair of three-run homers and a run-scoring double as the submariners evened the series with a 10-4 victory.

The "Raiders" scored one run in the second, two in the third, four in the fifth and three in the seventh. Ken Wade and Ken Morgan combined to scatter 11 Norfolk hits.

Norfolk won the third game with six runs on 13 hits and three SubPac errors.

Speedballer Dick Irvine scattered seven SubPac hits to gain the victory over Frank Hallman.

The "Flyers" tallied three runs in the first inning and their lead was never in danger. John Jaciuk hit a solo homer in the first but batting honors for the game went to Montgomery of Norfolk, who had three hits in four trips.

In the fourth and final game, the pennant-hungry "Flyers" came from behind to nip the "Raiders" with three runs in the ninth after trailing 4-2. Bobby Hoeft, who was to come

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SubPac two in the enth while Jones had runs in the ings.

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ALL HANDS

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SIDELINE STRATEGY

HOW CAN ONE tell about baseball? Look at what happened to Mike Garcia and the Cleveland Indians. Well, baseball in the Navy is just as unpredictable. Fans in the 11th Naval District are still wondering how an underdog NAS Alameda team came through to win the Western Naval District title over powerful NAS San Diego. This is not to take anything away from the Alameda squad, but rather to show that in baseball you never can tell.

Another similar case occurred in Eastern Navy Baseball. NAS Norfolk lost out in the pennant race to ComPhibLant for the Norfolk Navy Major Baseball League, yet the "Flyers" went on to win the 5th N.D. crown, the Eastern Naval District crown and downed those same PhibLant "Gators" for the Eastern Navy title.

All this serves as proof that a predicting sportswriter can never do right: If he predicts them correctly, well, that's his job. If he predicts them wrong, he's a goof and shouldn't be in the business. What down is it?

★ ★ ★

"We just wanted to win" was the way Chico Palamara and John Jaciuk, NAS Norfolk co-captains described their team's pressure playing in the All-Navy. "SubPac had an excellent ball club, but we got some good pitching and the Raider errors didn't help them any," they added.



The "Flyers" played the All-Navy series without the services of Lou Townes, their heavy hitting third baseman. Townes, who holds the Navy record of 31 home runs for a season, was stricken with a virus attack, causing him to miss three of the four games.

★ ★ ★

Dick Irvine, the loser in the Inter-Service championship game, was the first 20-game winner in the history of NAS Norfolk.

The fast-balling right-hander amassed a 20-6 over-all record, which is no mean feat considering the short season played by most Navy teams.

★ ★ ★

Bobby Hoeft, Navy's clutch hitting centerfielder, missed by a hair being selected as the tourney's "Outstanding Player," the award going to the Army's centerfielder, Bob Landis.

Hoeft, however, was unanimously voted to the Inter-Service All-Star team selected by members of the press and radio covering the series. Other Navymen selected to the team were first baseman John Jaciuk and pitcher Bill Dufour.

★ ★ ★

Although this tournament featured the best teams from the Army, Navy, Air Force and Marines, there was a scarcity of outstanding fielding plays. In fact, only three double-plays were executed throughout the four game series, one each by the Navy, Air Force and Army.

—R. C. G.

through in the clutch again in the Inter-Service tourney, rapped out the key hit in the last-ditch rally.

SubPac had scored one in the first, two in the third and one in the seventh while Raider pitcher Charley Jones had held the "Flyers" to single runs in the second and seventh innings.

But the roof caved in on the Pearl Harbor sailors in the ninth. With the bases loaded on a single and two walks, Chico Palamara singled to bring the score to 4-3. Bob Hoeft then came through with his clutch single to send across two runs and give Norfolk the victory, 5-4, and the 1954 All-Navy title.

So ended the struggle by the two teams who had battled through the long and tough All-Navy eliminations. This year was SubPac's third trip to the All-Navy series and second setback, the "Raiders" having met with success only in the 1949 All-Navy baseball tourney against Quantico.

Here's how the teams fared in the various District and Fleet, quarter and semi-final All-Navy eliminations:

Naval District	Champions
1st N.D.	NAS Quonset Point, R. I.
3rd N.D.	Cape Maye, N. J., Coast Guard
5th N.D.	NAS Norfolk, Va.
6th N.D.	NABT Pensacola, Fla.
8th N.D.	NATTC Norman, Okla.
9th N.D.	NTC Greok Lakes, Ill.
11th N.D.	NAS San Diego, Calif.
12th N.D.	NAS Alameda, Calif.
13th N.D.	NAS Whidbey Island, Wash.
14th ND.	SubPac, Pearl Harbor, T. H.
17th N.D.	Naval Station, Kodiak, Alaska
SPNC-PRNC	RecSta, Washington, D. C.
Sectional Champs	
Eastern Naval Districts Champion — NAS Norfolk.	
Western Naval Districts Champion — NAS Alameda.	
Pacific Fleet Champion — Submarine Force, Pacific.	
Atlantic Fleet Champion — Amphibious Force, Atlantic.	
Western Navy Champion — SubPac.	
Eastern Navy Champion — NAS Norfolk.	

With the close of this year's eliminations, the All-Navy baseball set-up and Navy sports program in general undergoes a revision. Beginning next year, there will be two "All-Navy champions" in baseball — an "All-Navy Eastern champion" and an "All-Navy Western champion." The two will not meet. Under this revised set-up, more teams are expected to compete.

—Rudy C. Garcia, JO1, USN



'Mo' Joins Reserve Fleet—

So Long, But Not Goodbye

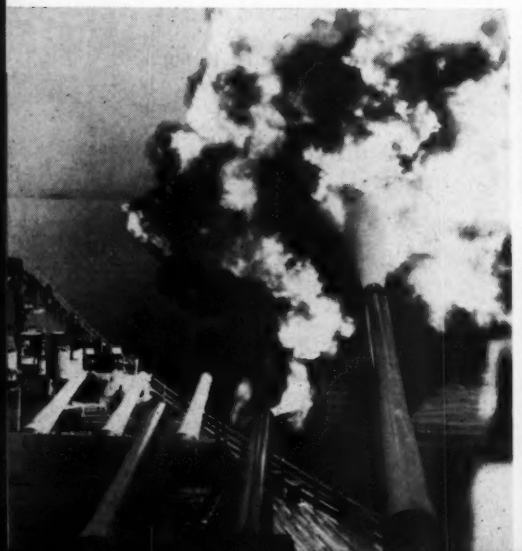
THE ONLY U. S. capital ship that has been in continuous active service for the last 10 years (without having been decommissioned) is going into reserve.

The 58,000-ton battleship *uss Missouri* (BB 63) is joining the Navy's "Mothball Fleet." After steaming more than half a million miles in a decade she is scheduled to be decommissioned at Bremerton, Wash., and placed in protective storage on the West Coast about the beginning of the year, having made the long swing from the Atlantic around through the Panama Canal.

The big ship's three sister ships will continue in the active fleet. The three, *uss Iowa* (BB 61), *uss New Jersey* (BB 62) and *uss Wisconsin* (BB 64), are all in the Atlantic Fleet.

From the time she was placed in commission on 11 Jun 1944 until the end of World War II, *Missouri* operated as a major unit of various task groups, each a part of the famous Fast Carrier Task Forces 58 or 38. During this period she participated in actions supporting the seizures of Iwo Jima and Okinawa; carrier air strikes against Tokyo,

UPPER LEFT: CREW MEMBERS of *USS Missouri* (BB 63) man the rail. **Upper right:** 'Mighty Mo' inches her way through Gatun Locks, Panama Canal. **Left center:** Japanese 'kamikaze' plane swoops low to crash into *Missouri's* side during World War II. The aircraft caused little damage, no casualties. **Below right:** FADM Chester W. Nimitz, USN, signs Japanese surrender document on *Missouri's* deck. **Below left:** *Missouri's* big guns blast away at Wonsan Harbor.



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Okinawa, Kyushu and the Inland Sea area, as well as bombardments of Okinawa, Hokkaido and Honshu.

At the end of World War II, the big battlewagon became the representative of brave men and great ships when she was chosen as the scene of the signing of the surrender document on 2 Sep 1945 in Tokyo Bay.

During her peacetime years *Missouri* was occupied with training cruises and several goodwill missions to Europe and South America.

Then when the Korean war broke out, the "Big Mo" was once more called to the battle front. She steamed more than 80,000 miles during her Korean service, bombarding the enemy with almost 8000 tons of ammunition.

After the shooting ended *Missouri* resumed her peacetime training duties and special missions, standing ready for any emergency.

Like her sister ships, *Missouri* is a "floating city" offering many services comparable to those of a full-grown community. In height, the battlewagon is the equivalent of an 18-story building with seven stories underwater. In addition, she has:

- Four engine rooms, each with a 53,000 horsepower engine. They can drive the ship forward at 32 knots.
- 250 miles of cable and generators that could handle the industrial and domestic load of a city of about 20,000 population.
- 2000 telephones (mostly sound powered battle telephones).
- A bakery that turns out some 400 pounds of bread, plus 1200 pies a day; a creamery that makes 1000 quarts of ice cream a day.
- A daily newspaper (mimeographed) which gives the latest stateside and world news.
- A post office which sells almost \$35,000 worth of stamps and money orders each month.
- Almost 100 coffee messes where a sailor can get a cup of "Joe."
- An education office which handles more than 200 correspondence courses monthly.

The thousands of Navy men who have been "citizens" of the "floating city" are proud of the experience and will miss their former home.

Meanwhile, *Missouri* herself, although buttoned up tight in the mothball fleet, still stands ready to unlimber her guns and get going again should the occasion arise.

—Ted Sammon



WISCONSIN IN 1903—Front row (l-to-r): CAPT H. C. Davis, USMC; Medical Inspector E. H. Green; CAPT Uriel Sebree, USN, CO; LCDR H. T. Mayo, Exec; and LCDR A. W. Dodd, Engineer. Back row (l-to-r): Paymaster J. W. Morse, Supply; LT H. A. Wiley, Gunnery; and LCDR G. W. McElroy, Engineer.

The Name's the Same, But Do You Recognize the Uniform?

One day in the morning mail came these two carbon-copy pictures.

It seems a crew member of the battleship *USS Wisconsin* (BB 64) had come upon the old photo (above) in a dusty corner, a photo showing a group of officers posed formidably on the deck of the old battlewagon *Wisconsin* (BB 9) back in 1903.

Suitably impressed by the old picture, the current *Wisconsin* officers holding down the same billets posed in an exact replica of the old-time shot. (See below.)

An interesting sidelight to the whole story occurred after the photos reached the ALL HANDS office. As it usually does, the maga-

zine set out to confirm the identities of all concerned. Not having any ready reference on the complements of battleships of 50 years ago, the staff enlisted the aid of the Naval History Division, the Naval Historical Foundation and several ranking officers rich in naval experience.

Hence, ALL HANDS is indebted to Fleet Admiral William D. Leahy, USN, Rear Admiral Julius A. Furer, USN (Ret.), Rear Admiral John B. Heffernan, USN (Ret.), Commodore Dudley W. Knox, USN (Ret.) and Captain J. W. McElroy, USNR, for their help. The group provided the most authoritative research help on a picture caption that we have had in a long time.



WISCONSIN IN 1954 — Front: MAJ W. H. Draper, USMC; CDR A. G. Gibbs, MC; CAPT M. F. D. Flaherty, USN, CO; CDR J. W. Thompson, Exec; LCDR S. E. W. Spann, Jr., Navigator. Back: CDR T. H. K. Russell, SC, Supply; CDR D. R. Marzetta, Gunnery; and CDR H. S. Ryder, Chief Engineer.

LETTERS TO THE EDITOR

Factors Determining Shore Duty

SIR: I just finished reading the July 1954 issue of ALL HANDS and was highly interested (as probably were all other sailors) in the article on the Shore Duty Eligibility List.

In my estimation, however, the publishing of the dates of continuous sea duty are a poor advertisement for the Navy. For example, I notice that there's an RMC listed with sea duty back to October 1936. That man's request should never have stayed at BuPers that long. With that many years sea duty, he should have had his choice right away.

Congress recently passed the new shipping-over bonus law. If they'd come out with a bill stating "two years at sea and two years ashore" and stick to it, there would be a lot more reenlistments.—J. N. R., RMI, USN.

• The table of sea duty dates to which you refer was compiled as of 1 May 1954. It included all personnel who were on the Shore Duty Eligibility List as of that date. Many of the dates

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

indicated on the table were for personnel who had only recently submitted shore duty requests, including the RMC to whom you refer. Since publication of the table more than 3000 men have been transferred to shore duty. Included in these was the RMC. His name remained on the BuPers SDEL for less than two months.

It is agreed that your proposal of "two years at sea and two years ashore" would be desirable from the personal view points of a large number of men and might increase the reenlistment rate. However, there are other factors that must be considered.

The U. S. Navy's sole reason for existence is to protect the U. S. and her possessions from enemy attack and to support the national policy. To accomplish this mission it is mandatory that the Operating Forces be maintained in a state of instant readiness for any eventuality. To assist in maintaining such a state of readiness, the Navy has the Shore Establishment, the sole purpose of which is to support the fleet.

The Shore Establishment being the lesser part of the whole Naval Establishment, naturally there are fewer billets ashore than there are afloat. As a result the tours at sea must be for longer periods than those ashore. In addition, there are proportionally a greater number of billets at sea for some rates than others. So the end result is that assignments ashore must tie in with the needs of the service.

Consistent with the above, the Shore Duty Eligibility List is provided to make assignment to shore duty as fair and impartial as possible within each rating group.—Ed.

Fleet Shore Duty and BuPers SDEL

SIR: I would like a little clarification on the acceptance of Bureau shore duty orders while serving on Fleet shore duty.

Currently, I am on sea duty and have been placed on the BuPers SDEL. However, without requesting it I have been ordered to duty with Fleet Aircraft Service Squadron Eight, Alameda,

Calif. Under the provisions of ComAir-Pac Instruction 1300.3B of 18 Sep 1953, FASRon Eight is considered Fleet Administrative Shore Duty.

If I receive orders from the Bureau while I am at FASRon Eight, can I accept the Bureau shore duty?—J. G. F., AD1, USN.

• Negative. You cannot accept Bureau shore duty while you are on duty prior to completion of 12 months Fleet-administered shore duty. However, should you be reassigned to sea duty ashore you will again be eligible for a normal tour of BuPers shore duty.—Ed.

Retired in Spot Promotion Rank

SIR: I wonder if you could cast some light on a question: Will a CPO who served satisfactorily in a spot promotion to commissioned warrant officer on 30 Jun 1946, and who subsequently reverts to CPO prior to transfer to the Fleet Reserve, be entitled to receive the retired pay of a commissioned warrant officer upon transfer to the Retired List?—C. J. R., YNC, USN.

• The answer to your query, as stated, is "yes." Upon being placed on the Retired List, you would be advanced to the highest rank satisfactorily held (the fact that it might have been a spot promotion has no bearing), as determined by the Secretary of the Navy, prior to 30 Jun 1946. You would receive the retired pay of the rank to which you were advanced.—Ed.

Overseas Duty for Waves

SIR: In January 1953 I submitted a request for transfer outside the continental limits of the U. S. A month later, I received a card from BuPers stating that my request was being processed. In August 1953 I submitted another request, this time for duty with a transport squadron and a month later, I received notice that my name had been placed on the waiting list.

So far, no action has been taken on either request. How does BuPers handle requests from Waves for this duty?—A. W., SN (W), USN.

• BuPers assigns enlisted women to flight orderly and overseas duty from eligibility lists maintained for such duties. Inasmuch as the majority of these billets are considered preferred and/or of an independent nature, the service records of personnel are carefully screened. Those found best qualified and who have the longest tour within the administrative command are picked.—Ed.

Sailing the Seven Seas

SIR: I'm interested in the origin of the saying, "I've sailed the Seven Seas." Can you tell me how the expression came about and what seas or oceans are referred to?—P. R. K., SN, USN.

• The adventurous expression "to sail the Seven Seas" is usually considered as referring to the greater per cent of the world's ocean area, rather than to any particular seven bodies of water.

Many sailors have thought of the seven Seas as being the following water areas: North and South Atlantic, North and South Pacific, Arctic and Antarctic and the Indian Oceans. This would seem to be factually incorrect, however, since scientists have ascertained that Antarctica actually is a land-mass continent and the sea surrounding it is not a separate body of water but merely the combined southern reaches of the Atlantic, Pacific and Indian Oceans. Moreover, mapmakers have now dropped the "Antarctic Ocean" from their charts.

Exact origin of the term "Seven Seas" is unknown, but it appears in the literatures of such ancient peoples as the Hindus, Chinese, Persians and Romans — each of them listing different (and in some cases mythical) bodies of water.—Ed.

Standing in SDEL

Sir: In reading your May Shore Duty Eligibility List (ALL HANDS, July 1954) I found that the top ComTwelve TE2 is listed with sea duty commencing in June 1948.

My sea duty began in May 1947, and I requested BuPers shore duty in February 1954. Later I received notification that I was placed on the SDEL in March.

At the present time I am serving on Guam—not by choice—and have been recommended to finish my normal tour of duty here. Could this have anything to do with my not being top man on ComTwelve's SDEL?—A. M. Q., TE2, USN.

• It certainly could, but you have nothing to worry about. For record purposes, your name was taken off the SDEL until you completed the minimum tour on Guam (as described in BuPers Inst. 1300.15). However, as soon as that period is up, your card goes right back on the list in its proper place.—Ed.

Laboratory Named for Navyman

Sir: Readers of ALL HANDS here at the U. S. Naval Ordnance Test Station, Inyokern, China Lake, Calif., were very much interested in your feature item "Way Back When," page 45, July 1954 issue, which used the Navy scientist, Professor Albert A. Michelson as its text.

Michelson Laboratory, the \$8,000,000 research installation which was dedicated here on 8 May 1948, honors the Professor's memory. Besides housing what is probably the most complete collection of his writings and scientific equipment, it has a floor space of ten acres across in its two-story, earthquake-proof building.

Laboratories, machine shops, many specialized service areas, conference halls and numerous other installations are housed in the building's many main sections and wings.

Some of the lesser-known products of Professor Michelson's labors are musical scores and paintings, some of which are also on display in the museum section of the laboratory.—Winsor Josselyn.

• Thanks for the additional details on Navy scientist Michelson and the Navy laboratory that was named for him. The laboratory is a fitting tribute to the man who did pioneer research in the field of physics and who is credited with providing some of the facts that were used in developing the theory of relativity.—Ed.

Advancement in USNR

Sir: I am due to be discharged on 1 Nov 1954 and intend to enlist in the U. S. Naval Reserve immediately in an inactive status. If I take the examina-



SAILORS on board tanker rig wind-sails. They're used to clear shipboard tanks of dangerous gasoline fumes.

tion for first class in August and successfully pass the exam, is it possible to be advanced in the Reserve?—J.D.K., PN2, USN.

• Yes it is possible, provided you enlist in the Naval Reserve within 90 days of your discharge date from the Regular Navy. BuPers Inst. 1430.9 gives complete information on this subject.—Ed.

Broken Service Slows Advancement

Sir: I re-enlisted in the Navy under broken service in June 1954 after spending eight months on the outside. Prior to this I had served eight years on active duty. I was discharged as an AG1 and re-enlisted as an AG2. When will I be eligible for advancement to AG1?—A. D. M., AG2, USN.

• Since BuPers Manual states that you need one year in pay grade, and the service must be performed under continuous service conditions, you won't be eligible to compete for promotion until the August 1955 examinations. However, although your broken service cannot be counted for time in rate for eligibility purposes, it can be included in computing your final multiple.—Ed.

Enlisting in Another Service

Sir: If, when my time is up, I go into one of the other armed forces, will I lose any of my shipping-over rights, such as shipping over pay, mustering out pay or time in rate?—J. R., TN, USN.

• You do lose some of it. When you join another service you are not "re-enlisting" but rather "enlisting" for the first time and therefore are not entitled to any re-enlistment bonus.

You would receive your mustering-out pay plus any other pay and allowances normally due upon discharge, however. In addition, your Navy service will count for longevity purposes in any other branch of the service.—Ed.

These Ducks Gave Hunters the Bird, Earned an NUC

Sir: With reference to the article, "A Naval Coat of Arms for Your Ship" which appeared in the May 1954 issue of your magazine, the coat of arms of USS Lyman K. Swenson (DD 729) is included, and the text makes reference to it as that of "a destroyer caught under enemy gunfire, featuring a crest with the drawing of a sitting duck." To former crew members of some six destroyers, this caption may appear to fall short of the full story.

The expression "sitting duck" was affixed to the whole of Task Element 90.62. For the action that earned them this nickname the unit got a Navy Unit Commendation. It happened on a hot Wednesday afternoon in September 1950. —R.A.S., CDR, USN.

• When we printed the story on ship and squadron insignia we chose typical insignia representative of various types of ships and units. Swenson's insignia commemorated its role in the Korean conflict as a "sitting duck," especially in the action on that hot Wednesday afternoon when the Task Element earned an NUC. (For news of another "duck" see page 16).

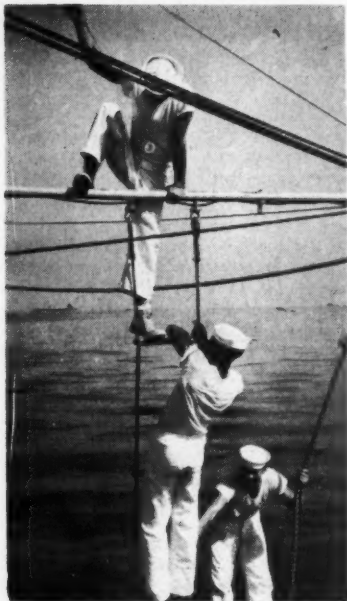
We certainly intended to take no

credit away from the other ships in the action, USS Mansfield (DD 728), USS De Haven (DD 727), USS Collett (DD 730), USS Gurke (DD 783) and USS Henderson (DD 785). They were in there scrapping too.

For any reader who may have missed the story of the "Sitting Ducks of Inchon," the action came about during the big Korean amphibious invasion in early September 1950. The six tin cans were ordered into the spacious harbor to draw fire from enemy shore batteries that were known to be on Wolmi-do. This they did, anchoring less than a mile off the enemy beach.

After the destroyers had fired a few rounds of five-inchers into the Communist gun positions, the enemy opened up in return. Collett was hit five times, Gurke three and De Haven suffered slight damage. A near-miss on Swenson killed one, Lieutenant (junior grade) David H. Swenson, and wounded another.

But by their fearless action, these destroyers enabled the heavy ships farther out to locate the shore batteries and blast them into oblivion, thus paving the way for the successful invasion.—Ed.



OUT ON A BOOM—Bowhook engineer, coxswain, boat crewmen of USS Agawam (AOG 6), swing into action.

Transfer to FT and ET Ratings

SIR: Is there a possibility that, at a later date, the program of training and transfer to FT and ET ratings will be opened to Naval Reservists in the TAR program?—E.L.K., GMC, USNR.

• At the present time, waivers are not being granted to allow Naval Reserve personnel to participate in the conversion program. It is conceivable that at some future date this waiver might be granted. However, there is no definite assurance that this will be done, so don't count on it, chief.—ED.

Where's My Medal?

SIR: I am leaving the Navy shortly and as yet haven't received my Good Conduct Medal for service ending 8 Oct 1953. Can you tell me if I rate the medal and if so why I haven't received it as yet?—H. H. D., SK3, USN.

• Records at BuPers confirm your eligibility for the GCM. However, the supply of GCMs has been exhausted at this time but they will be replenished in the near future. Accordingly, it is suggested that you submit a request for the medal to the Chief of Naval Personnel, about January 1955.—ED.

Cleaning Those Silver Insignia

SIR: Is there any effective method for cleaning tarnished rating badges of the silver thread variety found on Chief Petty Officers' uniforms? — C. R. L., PHC, USN.

• Article 1704 of "Uniform Regulations" states that embroidered insignia may be kept new and bright by scrubbing them occasionally with a nail brush and ammonia which has been diluted with water.

However, this should be done as soon as there are any signs of tarnishing or corrosion. If corrosion has been allowed to continue until it has gained a stronghold, the device cannot be restored to its original condition.

Also, a new liquid "instant" silver cleaner is now available commercially and has been used with good results. A study of the over-all problem of tarnishing of metal insignia, particularly silver, is now underway, and several promising solutions are under consideration. For example, a trial wear test is being made of a newly-developed "silver" thread which is about 20 times as tarnish-resistant as the present thread. The new thread is made of anodized aluminum.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS LST 221 — All personnel who served on this ship during World War II and who are interested in holding a reunion at some future date in a mutually agreeable location, write to J. T. Daniel, Jr., 1911 South Shepherd Drive, Houston 19, Texas.

• USS Saratoga (CV 3).—The third annual reunion will be held at the Lafayette Hotel, Long Beach, Calif., 27 Nov 1954. For detailed information contact Harold Koch, 3210 Clark Ave., Long Beach 8, Calif.

Drill Team Takes Another Trophy

SIR: I thought you might be interested to know that Treasure Island's U. S. Naval Schools Command Drill Team mentioned in your July issue of ALL HANDS (Naval Drill Team Takes the Trophies, p. 12) has walked off with another trophy.

In the state championship held at Concord, Calif., the drill team took the coveted State Drill Team Championship with a score of 97 points. It was the fourth successive year that they have won the championship title.—J.P. Sorensen, LT, USN.

• Thanks for the news about the drill team of the Electronics School at Treasure Island. We are always glad to hear about the Navy's champions and that drill team out in San Francisco Bay is a unit to be proud of.—ED.

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Credit for the ARGs

SIR: I ran across a back copy of ALL HANDS (July 1954) and read the article on page 36 about the salvage of ss *San Mateo Victory*, grounded at Cheju-do, Korea. No mention was made, however, about uss *Hooper Island* (ARG 17), which was also in on the operation. In fact, it is my belief, that the photographs shown with the article, were taken by the photographer's note of *Hooper Island*. Most of the task of removing the rocks and earth mentioned in the article, fell to the working parties that were sent from this ship each day. *Hooper Island* was anchored at Cheju-do over two weeks.

I was also a member of the crew of uss *Kermitt Roosevelt* (ARG 16), which played a big part in the salvage of ss *Cornhusker Mariner* that ran aground on White House Rocks at the entrance of Pusan Harbor, Korea in June of last year. *Kermitt Roosevelt* was anchored in that harbor from about 2 July until 16 September supplying working parties 24 hours a day, working in hip-deep water and oil removing the cargo. The men not on the working parties were kept busy repairing pumps, welders, blowers and other machinery that had been submerged. The *Cornhusker* was cut in two and the stern half towed to Sasebo where it is now being cut up for scrap by the Japanese. It was not possible to pull the bow off the rocks.

How about a little credit for the ARGs?—F.D.S., MR3, USN.

• The ARGs—internal combustion engine repair ships—deserve plenty of credit for the jobs they do. Herewith photos of the workhorses uss *Hooper Island* and uss *Kermitt Roosevelt*.—Ed.

Bars or Stars on Medal?

SIR: The Navy and Marine Corps Awards Manual (Part III, Section 1, Paragraph 6), states in part that clasps for Good Conduct Medals will no longer be issued nor authorized and that clasps previously received will be retained by the individuals to whom issued, but will not be worn on the suspension ribbons of the medal.

Six pages over, the following appears: "... a Good Conduct Bar shall be awarded Coast Guard personnel in lieu of a second or each subsequent Good Conduct Medal earned. ... Bars shall be engraved at Government expense with the name of the unit at which earned. ..."

I am very proud of my Good Conduct Medal and my subsequent four awards. Why should I be deprived of the privilege of wearing the clasps while men in the Coast Guard are accorded this right?—C.J.R., YNC, USN.

• There's no cause for worry, chief, since Coast Guardsmen will also soon lose their clasps. BuPers has been informed that the Coast Guard will adopt the Navy policy when its present stock



USS HOOPER ISLAND (ARG 17)—an internal combustion engine repair ship—helped in the salvage of SS *San Mateo Victory* aground at Cheju-do, Korea.

of Good Conduct clasps is depleted.

As you probably know, 3/16" bronze stars will be used in the future to indicate subsequent awards of the Good Conduct Medal for both Navy and Coast Guardsmen.—Ed.

Requirements for Instructor Duty

SIR: According to the July 1954 issue of ALL HANDS, continuous sea duty requirements for Instructor Duty are the same as for BuPers shore duty.

However, several people told me that requests for Instructor Duty may be submitted upon completion of one year of continuous sea duty and, if the need for instructors warrants it, I might be called for such duty even though I do not have the sea duty required for BuPers shore duty.

I am a qualified instructor and have been on instructor duty before.—W. H. S., EMC, USN.

• Paragraph 5 of BuPers Inst. 1306.22A states that enlisted personnel must meet ALL requirements for shore duty in order to be eligible to request assignment to Instructor Duty. Therefore, requests received from personnel who do not meet the sea duty requirement for their rate will not be approved.—Ed.

Ship Washdowns

SIR: Can you tell me who the Navy gives credit for the sprinkling system used on board ships to carry away radiation particles?—R.W., AGC, USN.

• In general, the concept of utilizing water to flush or clean a surface is common knowledge. As applied to ships, the Bureau of Ships utilized this principle in the design of a washdown system as protection against contamination as early as 1935. The washdown system in question was designed particularly

for naval use and a patent application for this particular system in all its details has been filed by the inventor, Mr. James J. Kearns, an engineer in the Bureau of Ships.—Ed.

School for Armed Forces Police

SIR: I have heard that there is an Armed Forces Police School which leads to assignment to duty with the Armed Forces Police. However, after checking all available manuals, I cannot find any mention of such a school.

Would you please give me the requirements needed to apply for it and its location?—W.S.F., BM1, USN.

• The Navy doesn't have a school for training Armed Forces Police as such, but BuPers has arranged with the Provost Marshal General, Department of the Army, for selected naval enlisted personnel to attend the Military Police Enlisted Advanced Course at the Provost Marshal General's School at Camp Gordon, Ga.

This course is seven weeks in duration and convenes approximately every three months as outlined in BuPers Inst. 1540.15A dated 3 Aug. 1954.

Candidates are restricted to rated enlisted personnel on shore duty who are assigned to military police duties and whose assignment to such duties is contemplated for at least six months after completion of the course of instruction.

To be eligible, a Nacyman must be at least 20 years old; be at least 5 feet 8 inches tall; have a minimum GCT score of 50; have 18 months obligated service; be physically strong, mentally alert and have an excellent military record.

Requests for applications to this school should be addressed to the Chief of Naval Personnel (Pers B-212b) via the appropriate chain of command.—Ed.

Story of a Day in the Life of Johnny Hutchins

SIR: The ninth anniversary of the end of World War II in September reminded me of a true sea story which your readers might find of interest. It is the story of a day in the life of *uss Johnnie Hutchins* (DE 360).

The day was 9 Aug 1945 during the last days of World War II; the place, a convoy lane running north from Leyte toward Okinawa. Despite the late stage of the war, the enemy had torpedoed and sunk the heavy cruiser *Indianapolis* (CA 35) on 29 July—and the Navy was plenty provoked. That's why *Johnnie Hutchins*, which had been patrolling the west coast of Luzon, received a rush call to join the hunter-killer group assigned to clean up the submarine infestation.

About mid-morning of the ninth, *Johnnie* and a sister ship, *uss Rolf* (DE 362), joined forces with several other DEs and an escort carrier. The *Johnnie* was assigned to the position of picket ship, about 10 miles ahead of the rest of the force.

At approximately 1130, shortly after *Johnnie* got on station, her general alarm sounded. Emerging from the pilot house to take a weather observation, the quartermaster of the watch had sighted what appeared to be a midget submarine, dead ahead and not more than 2000 yards away. Steaming to the attack at flank speed, *Johnnie* opened fire at 1500 yards.

The tiny sub was so low in the water that it was extremely hard to hit by gunfire; everyone was worried, however, that an attempt to ram the sub might mean blowing *Johnnie* to bits. On a split-second decision, the DE's commanding officer conned his ship to pass close aboard, and just as the tiny submarine was directly off

the port beam, the "K" guns were fired with charges set for shallow depth.

The explosion blew the entire hull of the sub from the water—at the same moment as the DE's after 5-in. 38 fired a salvo, drilling the submarine clean through. The gun crew had been forced to shift to local control in order to fire low enough, since the sub was only about 300 feet away. [The action report on *Johnnie Hutchins* does not mention the use of depth charges.—Ed.]

While this was going on, two other midget submarines had upped periscope and fired torpedoes across *Johnnie's* wake. One was spotted beyond the surfaced sub on the port bow, with the other off some distance to starboard. Some of the 40mm and 20mm guns not in position to fire at the surfaced sub potted the second periscope, hoping to mar the submarine's aim.

At the same time, *Johnnie's* sonar picked up the second sub, and an attack was launched with depth charges set on magnetic. Attacks were made until all indication of a live sub was erased. Explosions heard aboard the DE indicated a probable kill.

By now other DEs of the group were in the vicinity, so a search got underway for the third known submarine. Minutes went by. Then—extraordinarily enough—it was one of *Johnnie's* lookouts who sighted a thin

periscope breaking the surface several thousand yards away. Picking up the telltale metallic echo on her sonar, the keyed-up *Johnnie* went at it again. A prodigious underwater explosion spelled the presumed death of the third sub. [In the opinion of COM-CortDiv 70 and the CO of *Hutchins*, this may have been a reappearance of the second submarine, which had submerged after firing a torpedo at *Johnnie*; however, the citation for the NUC awarded *Hutchins* does list action against midget submarines on three separate occasions.—Ed.]

Search continued for a "mother" submarine of regulation size, but no trace of one was found. The results, then, of an hour and 38 minutes of action were one positive and (maybe two) highly probable kills, and the establishing of two records of a sort. One was for the number of subs encountered within a short period of time; the other was for fighting what was to be the last surface engagement of World War II.

Spunky little *Johnnie Hutchins* was awarded the Navy Commendation for the day's action.—S. R. Moore, Jr., LTJG, USNR.

• Although your account differs in some respects from the action reports and published accounts of *Johnnie's* meeting with the midgets, there is no doubt that the Hutchins had quite a time of it. Her Navy Commendation states: "Emerging unscathed from this hazardous operation *Johnnie Hutchins* had aided materially in clearing an important convoy lane of a serious underwater threat. Her extraordinary success in this mission reflects the highest credit upon her gallant officers and men and the United States Naval Service."

DE 360's story is in keeping with the fighting tradition of the Medal of Honor winner whose name the *Johnnie* bears—Seaman First Class *Johnnie D. Hutchins*, USNR, of Weimer, Tex.

Hutchins joined the Navy under the V-6 program on 17 Nov 1942, and was assigned to the *uss LST 473* after receiving "boot" training at USNTC, San Diego.

On 4 Sep 1943, LST 473 headed into the Lae, New Guinea, harbor during assault operations. A torpedo was sighted heading for the LST just as a bomb struck, killing the steersman. Although mortally wounded himself, Seaman First Class Hutchins grasped the wheel and steered the craft clear of the torpedo before dying at his station.

The Medal of Honor was awarded posthumously in recognition of his extraordinary heroism and valor.—Ed.



Johnny Hutchins



USS JOHNNIE HUTCHINS (DE 360) won Navy Unit Commendation during World War II. The DE is named for World War II Medal of Honor winner.

flight, or an occasional "ice patrol" to plot the position of North Atlantic ice fields.

Not least among the duties of the patrolling planes is that of logging the weather. Weather stations are scarce in the far reaches of the Arctic. Information supplied by flight crews aid aerologists in forecasting storms and in planning the routes of future flights.

When the aircraft return to home base, the day's work is just beginning for other elements of the VP-16 team. Flight crews are debriefed by the Aid Intelligence Officer. Faulty plane performance is reported to Maintenance for correction by night crews. Dispatches are sent, engines changed, tanks fueled, all in preparation for the next day's flights.

Patrol Squadron 16 is just one of the Navy's powerful, long-range bomber squadrons upholding the Navy's around-the-world vigilance tradition. But the rigorous duties connected with operating an advanced base do not stop the training programs which insure a command sufficient trained personnel to take the place of men being rotated to other duties.

Classroom lectures are augmented by local training flights, during which pilots and crew members simulate adverse weather, engine failures, and battle conditions. Dress rehearsals of plane ditching are held in Keflavik harbor to accustom crewmen to the anti-exposure suits, sealed at neck and wrists and equipped with double rubber boots.

Nautical Mile Loses Four Feet

Officially, Pearl Harbor has just been moved a little more than a mile farther away from the West Coast—without actually moving at all. The Departments of Defense and Commerce accomplished this feat by jointly adopting the international nautical mile to replace the slightly longer U. S. unit.

As every seaman knows, "one nautical mile equals one minute of latitude," but trying to pin down the exact number of feet in that minute of latitude is something else again.

The U. S. nautical mile was derived by assuming 60 nautical miles per degree of latitude, with each mile equalling 1,853.248 meters, or 6,080.20 U. S. feet. The international unit of measure has been set at a length of 6,076.10333 feet, or



SAILORS' SAILOR—R. G. Freeman, AE2, USN, is commended by CAPT C. F. Garrison, USN, as the 'Sailor of the Month' at NAS Patuxent River, Md.

1,852 meters—a little more than four feet shorter than the U. S. nautical mile, formerly used by the Navy.

The change, fortunately, for the shipboard navigator, is too small to affect present Navy charts or the calibration of navigational instruments.

CPOs Like This Sailor

Each month at NAS Patuxent River, Md., a group of CPOs sit down and face a knotty problem—picking a "Sailor of the Month" in VR-1.

The board studies recommendations submitted by department heads and division officers, then picks the man to be honored.

His name goes on a special nameplate on a "Sailor of the Month" plaque.

In addition he is presented with a certificate and a commendation by the commanding officer at personnel inspection.

First man to have his name installed on the plaque was Robert G. Freeman, AE2, USN, who is assigned to Air Transport Squadron One's Electrical Shop.

In selecting Freeman, the CPO group gave recognition to his design and construction of a "Prop Feathering and Reversing Coordinator Panel Tester" which is being used by one squadron at Patuxent, and its usage by other squadrons operating the R7Vs is possible.



FOUR OF A KIND—USS Cabildo (LSD 16), USS Colonial (LSD 18), USS Gunston Hall (LSD 5) and USS Catamount (LSD 17) rendezvous at Japanese port.



SHIPS OF DESDIV 92 nears Tachen Islands. Left: Chinese Nationalist officers board USS *Herbert J. Thomas* (DDR 833).

Visit to Tachen Islands

DesDiv 92 recently visited the Tachen Islands, Nationalist-held stronghold almost touching the Chinese Communist mainland. The Tachens are a short distance down the coast from Shanghai, once a popular port city with Navymen from all over the world.

CNO directed the rare visit, pointing up interest in the clusters of small islands which Chiang Kai Shek's forces retain and which act as windows onto the mainland. Heretofore they have been out of bounds to U. S. Navy shipboard personnel. They are spring boards for Nationalist guerrilla action and constantly threatened with capture by the Communists.

When the armies of Chiang Kai Shek met defeat on the mainland at the hands of the Communists in 1949, their remnants and their government retreated to the island of Formosa. At the same time they occupied the Pescadores Islands in Formosa Strait and numerous other strategic bits of offshore land, some almost within a stone's throw of the coast. The islands have a high intelligence value. Such are the Tachens, south of Shanghai and Hangchow.

DesDiv 92 sailed into the island harbor early one morning, to the amazement of thousands of soldiers, farmers and fishermen on shore. Ships making the visit were *Maddox* (DD 731), *Brush* (DD 745), *Samuel N. Moore* (DD 747) and *Herbert*

J. Thomas (DDR 833), the flagship.

Men from each ship were selected and mustered into official calling parties. On their visit they were guided by the rear admiral commanding the Tachen naval flotilla and the lieutenant general in command of ground forces. The Navymen made an inspection tour of the island and its defenses. Admiral Felix B. Stump, CinCPacFlt, had made an unpublicized visit to the islands shortly before.

The Navymen witnessed an amazingly accurate exhibition of artillery fire. The language barrier and the shortness of time prevented a leisurely tour of the rocky little fortress, but everywhere the party observed evidence of iron discipline and high morale.

Air-Sea Rescue Buoy

Naval airmen who are downed at sea stand a chance of being rescued a lot sooner than in the past thanks to a new device developed for the Navy.

Under contract with the Office of Naval Research, the Woods Hole Oceanographic Institution at Woods Hole, Mass., has developed an Air-Sea Rescue Buoy, to aid in locating survivors of naval aircraft and vessels abandoned at sea.

Equipped with a pneumatic float, the Air-Sea Rescue Buoy has almost the same rate and direction of drift as a standard U.S. Navy aircraft raft carrying a normal load and retarded by a sea anchor. The buoy, released by a distressed aircraft, on impact

with the water, displays a dye marker and a small, incandescent light. Survivors should be able to locate the buoy and easily secure it to their own raft. Since the buoy's rate and direction of drift are almost the same as that of the ordinary life raft, searchers finding a free-floating buoy, should be within a few miles of the survivors.

When mechanically or manually launched, the buoy automatically transmits keyed, tone-modulated signals on an ultra high frequency channel. It will transmit for more than 60 hours and is capable of operating in extreme cold or heat.

Twin-Engine Helicopter

A new helicopter, designated the *XHR2S*, and developed especially for ship-to-shore movement will now be used to carry Leathernecks to the beach during amphibious operations.

The *XHR2S* is a twin-engine helicopter comparable in size to the DC-3 twin-engine transport. The two engines are slung outboard of the fuselage on short stubby wings. Power from both engines is transmitted to the five-blade main rotor and to the small rotor in the tail. Both rotors fold inward for easy flight-deck handling and orderly stowage on the carrier hangar decks.

The sleek lines of the helicopter are best revealed when the craft is in flight with its landing gear retracted. This retractable landing gear is a feature which contributes greatly to a top speed of well over 150 miles an hour.

Tiger Joins Panther and Cougar

Simplification is the keynote of the F9F-9 *Tiger*, the Navy's newest jet fighter which completed its initial flight tests recently.

Designed for supersonic speeds in level flight, the *Tiger* stresses simplicity throughout. The fuselage, shaped somewhat like a long bottle, and new type wings have both helped reduce the number of parts and the time and expense usually involved in building a plane of this type.

The entire top section of the wing is machined from a single sheet of aluminum and the wing tips are a simple, manually-folding type that are expected to require a minimum of maintenance in comparison with the complex folding-wing mechanisms of many carrier-based aircraft.

The indented fuselage was decided upon after extensive research by engineers, in a specific adaptation of a new shape with most favorable drag characteristics at sonic speeds.

The *Tiger* will be powered by a J65 axial-flow turbojet with afterburner and fits right into the Navy's concept of a powerful carrier striking force equipped with fast, hard-hitting aircraft with retaliation ability to take the fight to any enemy's home ground.

The F9F series of jet aircraft now have three 'cats,' the *Panther*, *Cougar* and *Tiger*. The F9F and F9F-2, 3, 4 and 5 are *Panther* jets, the F9F-6, 7 and 8 are *Cougars* and the new F9F-9 is a *Tiger*.



NEW LOOK—Comfortable air foam cushions, bright color schemes have been added to crew's mess hall aboard USS *Lake Champlain* (CVA 39).

It's a Habitable Mess

USS *Lake Champlain* (CVA 39) is the latest ship to jump on the habitability band wagon with the installation of new booth-type tables and benches to replace the old messing furniture in the crew's mess hall.

Included with the new booths are red and green upholstered air foam cushions and modern gray and yellow paint on the bulkheads. Decks have been painted a sparkling green. Future plans go so far as to include draperies on the bulkheads and even paintings.

After the evening meal the messing compartments are used as a recreational lounge where the crew can write letters, play cards, watch television, play the piano or just pass on the latest scuttlebutt.

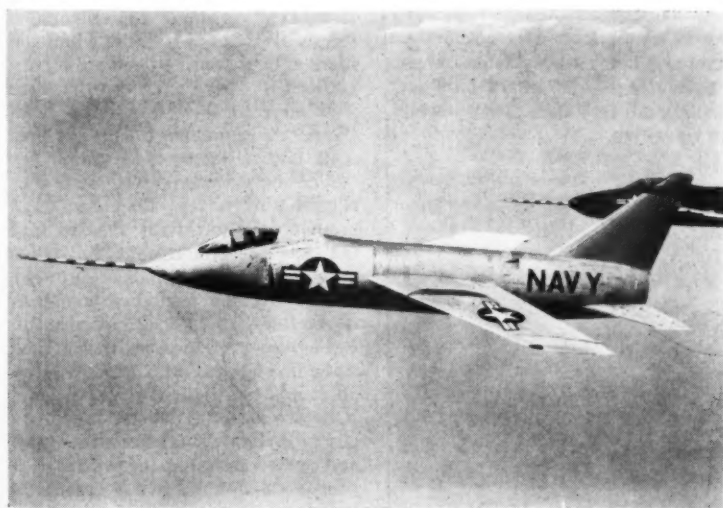
Plans are also being made to give the "crew's lounge" a good going over, converting it into a "crew's reception room." New furniture, paint and a little ingenuity will be used on the job, making it into a comfortable spot to spend off-duty hours.

Message for the Departing

A comparatively new safety device, aimed directly at the auto driver, has been installed at the Cherry Point, N. C., Marine Corps Air Station. The thought-provoking mechanism is a tape recording and amplifier which broadcasts safety messages.

The safety announcements are beamed to auto operators, driving off the station during the evening rush hour, by means of an oversized loudspeaker. The messages do not exceed two minutes. The announcements are set up to fit the circumstances at hand: accidents which have occurred in previous weeks, out-going traffic during the week and holidays coming up.

The technique was first used at NATTC Memphis, Tenn., and at NAS Pensacola, Fla., and it was proved that through the use of this device, accident rates have definitely been reduced.



F9F-9 TIGER—Navy's newest jet fighter—is capable of supersonic speeds at level flight. *Tiger* will join famed F9F 'family' of *Panthers* and *Cougars*.

TODAY'S NAVY

Navy Gets R7V-2

A new souped-up edition of the *Super Constellation* will soon make its appearance in the Navy, sporting extra power through means of turbo-props.

The new model of the familiar plane, which will be designated the R7V-2, boasts a speed faster than any other propeller-driven transport plane and will be able to fly as fast as the famed P-38 did during World War II. Officials state that it can fly 16-ton pay loads across the continent nonstop in less than six hours—a full two hours better than today's airline schedules.

The new R7V-2 does not differ greatly in appearance from the *Super Constellations* now in use. The only real distinguishing characteristic is the turbo-prop's large, round, over-the-wing exhaust outlet behind each engine.

Range of the new craft depends upon its interior configuration and load, but it is reported that it can readily carry 10 tons 3000 miles with fuel reserves.

The Navy version of the plane carries 106 passengers overland and 97 when used for overwater flights.

Used for cargo alone it is said that the plane will be able to stow 36,000 pounds in its more than 5400 cubic feet of storage space. Cargo is put aboard through two large doors, which are sealed when the plane is used as a personnel transport.

In its third major role—as the fastest mercy plane in the skies—the new R7V-2 will be able to carry as many as 73 patients in comfortable litter-beds, with ample passageway for four attendants to care for the patients during their flight to rear area hospitals.

Marines Start 'Copters with a Kick and a ROR

Standard Marine Corps helicopters will get an added "kick" with a new rocket to be mounted on the rotor tips.

Nicknamed "ROR" for rocket on rotor, the system uses small rocket engines, each weighing about one pound, mounted on the tips of the blades of an otherwise standard Marine helicopter, adding approximately 20 per cent to the copter's effective power.

With "ROR," helicopters now can take off with appreciably greater loads. "ROR" also gives better control during glides in the



'ROR' is tiny.

event of engine failure, as well as an improved rate of climb. The hovering ceiling is likewise improved.

The system, in addition to the small tip-mounted rocket engines, consists of a propellant tank mounted above the rotor hub, propellant lines and a few simple valves and controls.

Dry weight of the system is approximately 67 pounds for the normal installation. It uses hydrogen peroxide fuel which is decomposed catalytically and is transformed into high temperature steam. There is no flame nor smoke and very little noise during its operation.



HRS GETS 'ROR'—rocket on rotor—designed to improve high altitude performance, increase helicopter's effective power by 20 per cent.

Flattop Takes Tip from Tin Can

Sailors of the carrier *Yorktown* (CVA 10) used an old destroyer trick on their recent Far Eastern cruise to keep fresh water use down to the 22 gallons per man daily limit.

A fire hose fitted with a fog nozzle, was attached to the edge of the flight deck to furnish unlimited salt water showers for the men, while one bucket of fresh water proved adequate to rinse down three men and the small deck space used.

The suggestion came from BM2 John D. Aidooock, usn, of the carrier's Second Division, who served in tin cans during World War II.

"On the tin cans, fresh water capacity was very limited," he recalls, "and the boilers always came first. We never knew when super-heat would be required for full power in combat, which meant even more water would be needed for the boilers."

"Not only did the crew suffer during water hours, but at the same time it was usually hotter below decks. We hit on the fog nozzle rig to solve both problems. It sprayed salt water over the decks and us when we wanted it—which was often. It kept the compartments beneath cool too."

The "salty" showers can be used only while a ship is at sea, since harbor water is usually contaminated and should be avoided.

Firemen Get Together

Good will between the city of Roanoke, Va., and her namesake ship, CL 145, got a boost when the firemen of the two Roanokes got together.

It all started with a letter from the seagoing firemen to the city firemen, comparing notes on their jobs.

The letter was received with considerable interest by Roanoke (city) firemen who forthwith decided that not only the firemen but the whole crew on board *Roanoke* (cruiser) should become honorary members of the Roanoke (city) chapter of the Firefighter's Association of America, since fire fighting aboard ship is an all hands job.

Before long, a delegation of the city's firefighters visited the ship and presented the crew with a plaque which notes that everyone on board the cruiser is an honorary member of the firefighters' organization.

Spears

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Spear Fishing Catches On

Spear fishing is becoming an increasingly popular sport among Navymen, clubs having been formed at numerous naval activities. The latest one is at Navy Air Transport Squadron Eight (VR-8) at Hickam Air Force Base, Hawaii.

A group of CPOs in the squadron approached their executive officer with the idea of forming such a club. Given the green light, the men turned to, getting a place to hold meetings, electing officers and writing the rules.

Civilian and military personnel from other MATS squadrons at Hickam may be voted into the club. At present, there are 60 members in the "Depth Devils," the club's official name.

One of the first things the diving enthusiasts decided was to have a type of "training program" for new members before they ventured into the deep with underwater breathing devices.

One authority has stated that probably the greatest danger to men exploring in the strange element of the sea is not the animals in it but the gadgets men use underwater. For example, a breathing device in the hands of a novice can be more dangerous than a shark.

To offset this, and also to acquaint the members of the "Depth Devils" with the various species of fish in the Hawaiian Islands, the club invites experts to lecture at the meetings on such subjects as equipment, underwater physiology, fish types and fishing techniques.

Besides lectures, prospective club members are also given "dry run" instructions in the use of the breathing equipment. They must learn to clear their face masks underwater, clear their air hose, ditch the underwater lungs at 10 feet, make a free ascent and retrieve the lung.

Those who do not use the breathing devices are not required to go through the training, but all members of the "Depth Devils" must demonstrate their ability to rescue a drowning person and give correct artificial respiration.

There is plenty of incentive to complete the training. Activities of the VR-8 "Depth Devils" thus far have included swimming, deep-sea sightseeing and spear fishing for the thousands of different types of fish present in Hawaiian waters.



TOWNSPEOPLE of Saint Lawrence and Lawn, Newfoundland, express their approval of the new hospital at the dedication ceremonies.

Newfoundland's Rescue of Navymen Is Remembered

A hospital has been presented to the people of two small Newfoundland villages by the U. S. in belated thanks for the population's heroic deeds in saving 182 crewmembers of two U. S. Navy ships that were wrecked on the Newfoundland coast in 1942.

The event being commemorated happened in the early days of World War II, when *uss Pollux* (AKS 2) and *uss Truxtun* (DD 229) were tossed up on the rocky Newfoundland coast by one of the wild and raging storms common in that part of the North Atlantic. When word of the disaster spread, the entire population of the two villages turned out to undertake rescue operations.

Fighting bitter cold and high winds, the townsfolk of Saint Lawrence and Lawn sped to the scene of the wreck. Lines were lowered to men marooned on the rocky ledges; many of the natives made their way down the steep cliffs to assist in ship-to-shore rescue efforts.

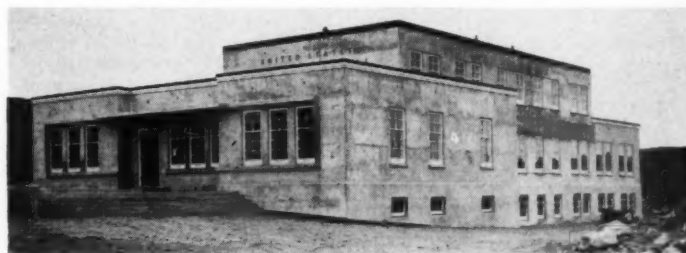
One hundred and eighty-two Navy survivors were pulled out of

the water that night, but another 204 officers and men lost their lives. The plaque decorating the new hospital pays special tribute in these words: "It is hoped that this hospital will serve as a living memorial to the 204 officers and men of the United States Navy who lost their lives in the disaster and as a vital reminder of the inherent courage of mankind."

The construction of the new hospital was authorized by joint resolution of Congress for the people of the two communities who came to the aid of the Navymen.

At the time of the tragedy there was no hospital at either Saint Lawrence or Lawn and the survivors were taken by sleds into the private homes of the townspeople.

Newfoundland's Premier, Joseph Smallwood, accepted the keys to the memorial hospital on behalf of the townspeople, as the American flag over the hospital was taken down. It was the same flag that had been brought ashore from the ill-fated *Truxtun* two days after the dramatic rescue.



HOSPITAL will serve as a memorial to 204 Navymen who lost their lives off coast of Newfoundland during early days of World War II.

THE BULLETIN BOARD

How to Credit Service, Awards Toward Your Final Multiple in Examinations for Advancement

Here's a summary that will tell you how to figure how many points you rate toward your new advancement-in-rating multiple, exclusive of the points you get for your exam mark.

As noted in the advancement roundup in the October issue of *ALL HANDS* (see pp. 42-43), the Navy has adopted a revised method of computing multiples.

Under the new set-up, more consideration will be given to experience and performance factors and credit will be doubled for years of service and service in pay grade. Credit is also increased for the awards you possess.

Before hitting the details, what is the basic purpose of having a multiple? Briefly, it is this. Weighted credits for service, awards and exam scores form the final multiple and the multiple in turn determines who, among a number of qualified personnel, will gain the right to one of the quota of advancements available.

One other point to note: You *must* pass the exam. No one who fails the test can be advanced, no matter how high the rest of his multiple.

The final multiple is figured by adding the following:

Exam Score (maximum credit 80).

Total active service in years multiplied by 2 (maximum 40).

Total service in pay grade in years multiplied by 2 (maximum 10).

Awards credits (maximum 20).

Service in pay grade and total active service are figured in the same manner as for eligibility for advancement, *except*:

- Continuous service is not required, so broken service is counted in all computations.

- Service prior to reduction in rating, for any reason, may be counted in all computations.

After computing service in months, convert it to years carried to two decimal places (Example: 2 years 9 months equal 2.75). If ser-



"I'm rough drying—that's what I'm doing."

vice in pay grade is over 5 years, reduce to 5; If total active service is over 20 years, reduce to 20. Then multiply each total by 2.

Formerly only five points were allowed for awards when computing multiples scores, but under the new setup the total has been increased to 20. Following are the new values for the different awards:

Eight Points: Medal of Honor.

Seven Points: Navy Cross, Distinguished Service Cross (Army), Distinguished Service Medal, Silver Star Medal, Legion of Merit and Distinguished Flying Cross.

Six Points: Navy and Marine Corps Medal, Soldier's Medal (Army), Bronze Star Medal, Air Medal, Gold Life Saving Medal and Silver Life Saving Medal.

Five Points: Commendation Ribbon, Presidential Unit Citation (only if entitled to wear with star), Distinguished Unit Badge (Army), Navy Unit Commendation and Letter of Commendation (without authority to wear Commendation Ribbon) when the letter is addressed personally to an individual from the President, Secretary of Defense, Secretary of the Navy or the Chief of Naval Operations.

Four Points: Purple Heart and each Navy Good Conduct Medal or clasp earned.

Although you won't actually be able to figure your own final multiple since your exam score will be determined by the Naval Examining Center, the above information will enable you to work out the approxi-

mate number of points you will be allowed for service time, time in pay grade and awards. When the exam results are received by your ship or station your final multiple will be found listed beside your name.

Training Class for Information Officers Opens at Great Lakes

To fulfill the need for officer training in the Navy programs of public and internal information, BuPers has established a special five weeks "Officer's Information Course" at Great Lakes, Ill.

Graduates from the course are expected to supply the bulk of officer personnel assigned to primary Navy information billets and, during their five-week stay at Great Lakes, the students will get a thorough grounding in the accepted practices and techniques of both public and internal information.

A maximum number of 15 students will be enrolled in each class and applications for the course are now being accepted. Present plans call for eight classes per year. The first class has already convened, with the next class beginning on 15 Nov 1954. The schedule for the 1955 classes will be carried in *ALL HANDS* as soon as it is released.

To be eligible for the course an officer must have a minimum of 18 months' sea duty and be either a Naval Academy graduate or graduate of an accredited college or university. Women officers who are college or university graduates are also eligible. Previous experience in the field of public relations is desirable.

In cases where the aptitude for information work has already been demonstrated a waiver may be granted on the educational requirements. However, candidates should have a positive interest in the field of Navy public relations and a genuine desire to attend the course.

Commands desiring to send officers to this course should submit requests for quotas to the Chief of Naval Personnel (Attn: Pers-C122) via the proper chain of command.

Changes Listed for Candidates Requesting Duty with Missions MAAGs, Joint Staffs, Attaches

A few changes have been made in the procedures for enlisted personnel to request assignment to duty in naval missions, naval attaches, MAAGs, joint staffs and Supreme Headquarters Allied Powers, Europe, and its various NATO components.

The new procedures are contained in BuPers Inst. 1306.6A of 30 Jul 1954.

It is pointed out that the issuance of this instruction does not indicate that there are any new or increased vacancies in these duty assignments. Rather, the directive prescribes the new methods for enlisted personnel to follow in requesting duty of this nature.

One big change is that Navy men with more than 17 years' active duty are now eligible to apply for this type duty. However, personnel in this category must sign an agreement to remain on active duty for a full three years in order to have the required obligated service for the duty.

Also, some rates have been added to the list for which billets are presently established. The additions to the list are: BMC, CDC, MM1, BT1, PN1, QM2, DC2, FP2, LI2, CM2, DK3, DM3, DC3, CM3, HM3, CSSN, CDCN and CMCN. Rates which have been removed from the eligibility list are: FCC, AGC, FC1, MN1, FT1, AF1, FC2, EN2, AC2, AF2 and HM2.

The new instruction also points out that having a foreign-born wife or parents excludes applicants from naval attaché duty *only*. You *can*, however, put in for the other types, i.e., MAAGs, naval missions, etc. Candidates for this type duty should indicate on their applications the state or country in which wife and both parents were born. If any were foreign born, you should give the date of U. S. naturalization or pertinent naturalization data.

Personnel should indicate on the requests three choices of duty station by country or area. Indicate country only, not a particular location.

When applications are received and processed by BuPers, candidates will be notified that their names have been placed on the eligibility

list or of the disposition made of their request.

To control the size of the eligibility list, personnel will be removed from the list if they have not been selected for the duty requested within *one year* of the date of placement on the list. Official notification of removal will not be made. Personnel whose names are removed from the list one year from date of placement, may resubmit requests at any time thereafter if they are still eligible.

When an applicant is selected for this type duty, his orders will indicate whether or not concurrent travel of dependents is authorized.

Sometimes the enlisted man involved can ascertain by correspondence with the individual he is relieving, or other responsible individuals, whether the extra costs involved with concurrent travel (that is, the possibility of protracted stays in hotels) will be more than he can afford. Reason for this is the high cost of living at many stations, scarcity of quarters and the difficult living conditions found in some countries.

For a full run-down on what awaits you if you succeed in getting MAAG, attaché or mission duty, see ALL HANDS, December 1953, p. 48.

WAY BACK WHEN

Sea Chanteys

In the days of sail the American Navyman worked to music—music of his own making, tunes which seldom reached the beach and never swept the land as No. 1 on the hit parade.

The songs were originally called "shanties," but through the years have become known as chanteys. There are four different spellings of the word today, all correct. Most people believe that the name for these songs came from the French word "chanter" which means to sing, but there is another school of thought that maintains that they should still be called "shanties," claiming this name came from the shanties along the Mobile, Ala., waterfront where the sailors picked up many of the tunes (later adding their own words).

Whichever the origin, the songs themselves played an important part in the "old Navy." Chanteys were divided into three distinct classes. "Short drag chanteys" were used when a few strong pulls were needed on a line. While hauling aft a sheet or tautening a weather brace the shanty-man (a good one was highly prized by both officers and crew) would stand high above the rest of the crew and sing with as many quirks, variations and quavers as his ingenuity and ability would allow. "Haul the bowline, Kitty is my darling," or some other of the many chanteys that were the rage at the time. The rest of the crew would add their voices strong on the second line, and on the last word a combined pull would be made to make the ropes "come home."

"Long drag chanteys" were longer songs with endless variations to speed the sailors on their way while working on such jobs as hauling up the topsail halyards. Again the shanty-man would lead the song while the workers joined in from time to time, pull-



ing with all they had on certain words in the song. It is said that you could tell whether a ship had a good shanty-man or not by the speed with which the topsail yard went to the masthead.

"Heaving chanteys" were of a different rhythm and much more elaborate than the other types. They were used for jobs that demanded continuous action, such as walking around a capstan, working at the pumps or heaving on the windlass.

Proof of the importance of the chanter was the shanty-man himself. Although he had no official title or rate, he was relieved of all other duties and spent his time singing or working up verses for the chanteys he knew.

Seldom if ever were chanteys recorded on paper. They were true American folk songs which passed from ship to ship, their meanings changing and the words seldom twice the same. Steam, diesel and the machine age have pushed them into the past—gone, but not forgotten.

THE BULLETIN BOARD

New Directive Sums Up Rules Governing Reimbursement For Travel by Your Dependents

As every Navyman with a family is well aware, the Navy provides money to pay for a man's family to follow him to his new duty station on a permanent change of station.

The idea, of course, is to arrange it so that Navy families can stay together as much as possible, setting up house again at the new duty station.

However, it should be abundantly clear from Joint Travel Regulations (Change 15, Chapter 7) that the government is not going to pay transportation for your dependents except for the purpose of establishing a residence.

That is, just because you are undergoing a permanent change of station, your family is not permitted to go driving around the country at government expense, visiting all the aunts and uncles they haven't seen in years.

BuPers Inst. 1626.8A, the latest directive on the somewhat involved subject of travel pay for dependents, points out that a number of instances of checkage of a man's pay have resulted through carelessness



"Now listen here . . . Please get out of your beds . . . sweep the halls and stairways . . . both in front and down back . . ."

by naval personnel in following the travel regulations.

Requirements relative to the establishment of a *bona fide* residence evidently have not been made clear, with the result that the General Accounting Office (which makes a continuing survey of dependent's travel claims) continues to find many incorrect and some fraudulent claims being submitted. (The mere fact that GAO takes exception to a claim, however, does not necessarily mean that a fraudulent claim has been sub-

mitted. Further facts and investigation may reveal that the claim is actually valid. In such cases a new claim, setting forth the circumstances of the travel, may be submitted to the Bureau of Naval Personnel for consideration.)

To insure that all personnel are fully aware of their rights and duties in connection with possible *repayment* of dependents' travel costs, the Chief of Naval Personnel has directed that all hands be thoroughly briefed on the requirements of both Navy and Joint Regulations, with emphasis on the following:

- Claims for reimbursement for transportation of dependents may not be submitted until the travel has been completed. However, transportation in kind may be furnished dependents in accordance with Paragraph 7002, Chapter 7, *Joint Travel Regulations*.

- Payment is dependent upon actual performance of travel for the purpose of *establishing a residence*. Reimbursement is *not* authorized for pleasure trips, business trips, visits, etc.

- The claim should correctly reflect the points and dates of the travel performed for which reimbursement is claimed.

- Reimbursement may be claimed only for *bona fide* dependents as defined in Chapter 7, *Joint Travel Regulations*.

The instruction also directs that service personnel be individually advised of the following each time a claim is submitted:

- That he is fully responsible for the completeness and accuracy of all statements of facts contained in his claim.

- That notwithstanding advice or assistance he may have received in connection with preparation and submission of the claim, he alone is responsible for the information he sets down.

- That misrepresentation or concealment "in any material particular" may constitute a serious Federal offense, triable by either court-martial or by Federal District Court.

- That money fraudulently received will be recovered by the Government.

The instruction also provides that personnel reporting to separation activities for discharge or release to inactive duty shall be individually

HOW DID IT START

'I Will Find a Way or Make One'

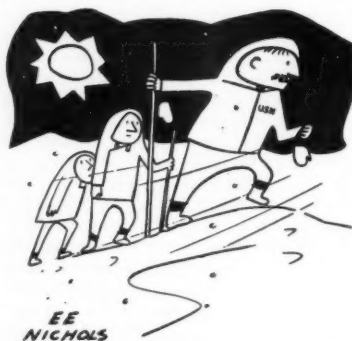
Commander Robert E. Peary, CEC, USN, spent 23 years in Arctic exploration and preparation before he reached his goal—the North Pole.

During this time he'd made friends with the Eskimos and had learned from them how to live in their country, how to hunt, eat, dress, drive dogs, build snow igloos, and just about everything there was to learn about the far north.

Peary's exploring method was to establish a series of camps, each being used as a base to build another camp further on.

His success was not due to accident, but was the result of a clearly defined plan built on observation and experience and backed by unswerving perseverance. Years of battle, or preparation for battle, disclose the character of the man whose victory on 6 Apr 1909, despite numerous adversities, classes him with the heroes of the world.

On one expedition he had been crippled, having his toes frozen off, and doctors had



predicted that he would never again be able to walk any great distance.

It was around the turn of the century, Peary was lying a helpless cripple when he wrote on his wall in his room at Fort Conger on the Arctic Coast, "I will find a way or make one."

He lived up to his words.

instructed on submitting claims for transportation of dependents. Each individual shall be informed that separation from the naval service does not terminate his personal responsibility in connection with the submission of claims against the Government.

As a further aid in reducing incorrect claims, NavSanda Form 912, revised, is being replaced by Form DD 766. This form includes a certification to the effect that travel was actually performed with the intent of establishing a *bona fide* residence.

Pensions and Compensation Are Increased for Disabled Veterans And Dependent Survivors

Under two new laws effective 1 Oct 1954 more than 3,000,000 disabled veterans and certain dependents of deceased veterans will receive a five per cent increase in monthly compensation and pension payments.

Public Laws 695 and 698 of the 83rd Congress increased veterans' compensation payable for service-connected disabilities or deaths and veterans' pensions payable for non-service-connected disabilities or deaths.

For example, seriously disabled veterans who have lost, or lost the use of, two or more parts of their bodies were formerly paid rates ranging from \$266 to \$400. These rates have been increased to a new range of \$279 to \$420. (Veterans with peacetime service-connected disabilities will receive 80 per cent of this new wartime disability and statutory rate).

In addition, flat increases in excess of five per cent were granted to widows and dependent parents of wartime veterans whose deaths were attributable to service. The old and the new rates are:

Class	Old	New
Widow, no child.....	\$75	\$87
Dependent mother or father	\$60	\$75
Both parents living, each	\$35	\$40

Widows and dependent parents of deceased veterans with peacetime service will receive 80 per cent of these new wartime compensation rates.

The rates for widows with children and for children alone were

not affected by the new laws.

The new legislation also provides that veterans of World Wars I and II and of the Korean conflict will receive an increase in monthly pension payments from \$63 to \$66.15. The pension of those reaching age 65, and those who have received a pension continuously over a period of 10 years was increased from \$75 to \$78.75. The rate of pensioners who need aid and attendance was increased from \$129 to \$135.45.

The old and the new death pension rates for the surviving dependents of deceased veterans of World Wars I and II, and of the Korean conflict whose deaths were not attributed to actual service are:

Class	Old	New
Widow, no child.....	\$48	\$50.40
Widow, one child....	\$60	\$63
Each additional child	\$ 7.20	\$ 7.56
One child, no widow	\$26	\$27.30
Two children, no widow	\$39	\$40.95
Three children, no widow	\$52	\$54.60
Each additional child	\$ 7.20	\$ 7.56

These increases are automatic—you don't have to write to VA.

Navy Mutual Aid Association Is Open to Reserve Officers

Reserve officers of the Navy, Marine Corps and Coast Guard with one year's continuous active duty or one or more years' obligated service at the time they apply for membership, are now eligible for the full benefits of the Navy Mutual Aid Association. Applicants, however, must not be over forty-five and one-half years old.

Applicants must be on active duty at time of application. The benefits still accrue whether members are on active or inactive duty, retired or resigned from the naval service.

The non-profit association provides dependents of deceased members with immediate aid in the form of a substantial cash payment which can be wired or cabled anywhere in the world, and prompt preparation and submission of all government claims on behalf of dependents.

Interested officers may write directly to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C., for full information.

HERE'S YOUR NAV

The pilot lined up the target in his sights and pressed the firing button. Instead of a muzzle blast there was only a steady clicking as he passed over the target and started climbing to get away from enemy gunfire.

Why hadn't the pilot hit his target? Actually he did, but the damage was still to come—this pilot was flying a photo reconnaissance plane, a plane type that has proved invaluable in modern warfare.

Once the pilot-photographer gets



his pictures, which is no mean task—considering the fact that he has no guns to protect himself from enemy fighters—and returns to the ship, a chain reaction sets in. Photographer's mates run the film to the lab for a fast developing and printing job. Then the finished prints are rushed to intelligence where the photo interpretation officer scans the prints and designates the targets for the next bombing mission.

★ ★ ★

Proof of the importance of aerial reconnaissance photos came during World War II and in Korea when field commanders estimated that 80 to 85 per cent of their intelligence informa-



tion came from aerial reconnaissance photos.

The majority of reconnaissance photography is performed by VFP jet planes, which are "photo configured" fighter aircraft operating from carriers. The Navy also has the AJ-2P, especially adapted for photo work, capable of doing mapping photography as well as reconnaissance type photography. It can operate from carrier or land bases, and is capable of carrying 18 various combinations of cameras, but not all at one time.

THE BULLETIN BOARD

Here are Some Phone Numbers to Add in That Little Black Book

Special Services Offices Overseas

PORT	COMMAND	PHONE NUMBER AND EXTENSION
Adak, Alaska	NavSta, SSO	Adak 350
Apra Harbor, Guam	NavBase, SSO	Guam 13-8173
Argentina, Newfoundland	Nav Sta, SSO	Argentina 6701
Balboa	ComFifteen, SSO	Balboa 2410
Balboa	NavSta, SSO	Balboa 3388
Bermuda	NavSta, SSO	EX 410
Bremerhaven, Germany	ComNavGer, SSO	Bremerhaven 7281
Cristobal, C. Z.	NavSta, SSO, Coco Solo	Cristobal 36-8641 or 36-8621
Guantanamo Bay, Cuba	NavSta, SSO	Gtmo Bay 9617 or 9449
Inchon	FleAct, SSO	Radish 132
Kodiak, Alaska	ComSeventeen, SSO	Kodiak 559, 619 408
Kwajalein, M. I.	NavSta, SSO	Kwajalein 213
Midway Island	NavSta, SSO	Midway 349
Naha, Okinawa	Naval Air Facility, SSO	NO PHONE
Pearl Harbor, T. H.	ComFourteen, SSO	Pearl Harbor 23113, 58202
	Athletic Office	Pearl Harbor 58163
	NMPX	Pearl Harbor 58102, 56164, 55216
	Library	Pearl Harbor 21270
	Fleet Transportation	Pearl Harbor 23113, 27178
	RecSta, Ath. Field	
	Reser.	Pearl Harbor 29163
Pusan	FleAct, SSO	Pusan 131
Roosevelt Roads, P. R.	NavSta, SSO	Roosevelt Roads 15
Sangley Point, P. I.	NavSta, SSO, ComNavPhil	Sangley Point 336 or 329
San Juan, P. R.	NavSta, SSO	San Juan 443 or 469
Sasebo	FleAct, SSO	Sasebo 472
Subic Bay, P. I.	NavSta, SSO	Subic Bay 191
Trinidad	NavSta, SSO	Trinidad 312 or 866
Yokosuka	FleAct, SSO	Yokosuka 4380 or 2205

Special Services Offices in U. S. Cities

Baltimore, Md.	NRTC	Plaza 4561
Beaumont, Tex.	USNRTC	Beaumont 5-3121
Boston, Mass.	District, SSO	Liberty 2-5100, X 253
	NavShipYd, SSO	Charlestown 2-1400, X184
Bremerton, Wash.	NavBarracks, SSO	Bremerton 3-5011, X9106
Charleston, S. C.	ComSix, SSO	Charleston 4-5321, X732, X531
	RecSta, SSO	Charleston 4-5321, X390
	NavHosp, SSO	Charleston 4-5362, X192
	ResFlt, SSO	Charleston 4-5321, X997
	MineLant, SSO	Charleston 3-9211, X217, X232
Corpus Christi, Tex.	NAS	Corpus Christi 5-8211, X311
Elizabeth City, N. C.	NAF, Weeksville	Eliz. City 5431
Galveston, Tex.	USNRTC	Galveston 5-8695
Green Cove Springs, Fla.	NavSta, SSO	NavSta, X318, X320

PORT	COMMAND	PHONE NUMBER AND EXTENSION
Houston, Tex.	USNRTC	Houston 8-117
Key West, Fla.	NavSta, SSO	NavSta, X385, X472
Little Creek, Va.	PhibLant Athletic Office	Little Creek 63-4311, X254
	Amphibious Base, SSO	Little Creek 63-4311, X369
Long Beach, San Pedro, and Los Angeles	NavSta, SSO, NMPX	Long Beach 707411, X436, X1459
		Long Beach 707411, X410
Mobile, Ala.	Personnel Services	Mobile 2-4431, X421
NALF, Mayport, Fla.	NAS, Jacksonville, SSO	Jacksonville 2-7711, X593, X512, X8153
New London Area	SubBase, SSO	Base ext. 254, 454
New Orleans, La.	NavSta, SSO	Algiers 3350, X562, X510, X511
New Orleans, La.	NAS, SSO	EVERgreen 2351, X6
Newport, R. I.	NavSta, SSO	Newport 2280, X7258, X7465
New York, N. Y.	ComThree, SSO	REctor 2-9100, X555, X240, X241, X8292
New York Area	NSD (Bayonne), SSO	Federal 9-7500, X606
	From New York City	CORlandt 7-2700
Norfolk, Va.	DESFLotFOUR, Athletic Off.	Norfolk 2-8211, X2825
	SERVANT, Athletic Off.	Norfolk 2-8211, X3600
	Fleet Athletic Office	Norfolk 2-8211, X3600
	NAS, SSO	Norfolk 2-8211, X3770
	NavSta, SSO	Norfolk 2-8211, X2225
	ComFive, SSO	Norfolk 2-8211, X3169
Orange, Texas	NavSta, OP Office	ORange 8-4311, X316
Pascagoula, Miss.	NavOrd	Pascagoula 617
Philadelphia, Pa.	ComFour, SSO	HOWard 5-1000, X2389, X2729
Port Hueneme, Calif.	CB Center, SSO	HUNter 3-2481, X294, X8131
Point Mugu, Calif.	NAMTC, SSO	HUNter 3-2271, X728, X509
Portsmouth, N. H.	NavBase, SSO	Kittery 3000, X906
Portsmouth, Va.	NavShipYd, SSO	Portsmouth 7-6541, X2971
Quonset Point, R. I.	NAS, SSO	Wickford 2-1000, X421
Riviera Beach, Fla.	USNRTC	Riviera Beach 3-1040
San Diego, Calif.	ComEleven, SSO	BElmont 2-3871, X374, X774
	Benefits—Insurance	BElmont 2-3871, X659
	Movies	BElmont 2-3871, X580
	Athletic Office	BElmont 2-3871, X375
	Publicity—Info.	BElmont 2-3871, X379
	Library	BElmont 2-3871, X338
	NMPX	BElmont 2-3871, X224
San Francisco, Calif.	ComTwelve, SSO	MArket 1-3828, X380, X381, X382, X383
Savannah, Ga.	Civilian Source	Savannah 3-3067
Seattle, Wash.	ComThirteen, SSO	ALder 5200, X575
	NavSta, SSO	ALder 5200, X859
St. Petersburg, Fla.	NRTC	St. Petersburg 7-2360
Tacoma, Wash.	NavSta, SSO	MArket 9151, X115
Tampa, Fla.	NRTC	Tampa 4-3734
Washington, D. C.	PRNC, SSO	Lincoln 7-5700, X680
Wilmington, N. C.	NRTC	Wilmington 2-8529
Yorktown, Va.	NavMinDpt, SSO	Yorktown 2111, X415
	NavSch, Mine Warfare, SSO	Yorktown 2111, X733

How to Get the Most Out of Your Navy Recreation Funds

DID you ever stop to realize that you, as a Navyman, are a stockholder—a "stockholder" in the Navy's recreation fund?

Every time you make a purchase in your ship's store or Navy Exchange, you're adding to your "shares." Reason for this is that the profits from the Navy Exchanges and ship's stores where you do your shopping go into the recreation fund.

Actually, there are three types of Navy recreation funds. The one you're mostly concerned with is your Unit Fund, which was formerly known as the "Local" Recreation Fund. Then there is the Command Recreation Fund which is controlled by your type commander. Last, but not least, there is the BuPers Central Recreation Fund.

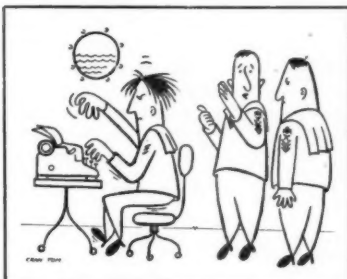
The Central Recreation Fund, operated by BuPers on a share of the profits of the Navy Exchanges and ship's stores is used for the benefit of all Navy personnel to promote recreation on board all types of ships and shore activities, and to assist by loans and grants to attain an expanded recreation program.

If your unit has no ship's store or Navy Exchange, your recreation money comes from your type command recreation fund. If the Command Recreation Fund is unable to finance a request, the administrator may forward the request to the Chief of Naval Personnel with the recommendation that the money be allocated from the BuPers Central Recreation Fund. If the request is approved, BuPers mails a check direct to the ship or activity.

But the main item is this: Are you collecting "dividends" on your investments? One of the ways you collect "on your stocks" is by taking advantage of the wide range of athletic and recreation programs financed by your recreation fund.

"But I'm on a destroyer and we're operating just about every day. How can I take advantage of these recreation opportunities?"

Very easily. You've probably attended some of your ship's dances, parties, picnics and the nightly movie. Your recreation fund helped to finance these. Also, your ship's athletic teams are sponsored by the fund. The money for the intramural sports program came from here.



"He used to be a concert pianist."

Even some of the books in your ship's library were bought with money from the rec fund.

Another way you may "collect" on your investment is when your ship pulls into some port, such as Norfolk, San Diego or Pearl. At these ports, and also many others, there are recreation facilities ashore for your use. The facilities include such things as tennis courts, swimming pools, softball diamonds and EM clubs.

Even at the Navy's overseas installations, there are many facilities and services available. And it's not too difficult a job to find the person who can help you make full use of them.

The big clearing house for the collection of recreation "dividends" is your Enlisted Recreation Committee. This group, working through the Special Services Officer, can help to establish a well-rounded athletic and recreation program. Find out who your division representative to the ERC is, and make your ideas or needs known to him.

It is your special Services Officer or the Enlisted Recreation Committee who can get the information on what's available in the line of recreation at the various ports your ship visits. A good source for this information is the District Special Services Officer.

In addition, many naval commands have published pamphlets which contain a gold mine of data as to what's available on the sports and recreation menu. Other good sources are the chaplains at various stations and if in a foreign port, the local American consul and church missionaries.

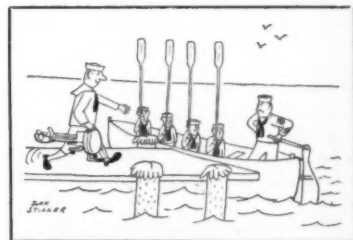
Naturally, you'll find the biggest

assortment of organized leisure-time activities at ports where there are naval activities. As mentioned before, the District Special Services Officer is a good man to see. He's the liaison between your ship and shore-based activities.

Although these facilities and services will vary depending on the locality, here are a few things the District Special Services Officer may have to offer:

- A list of recreation facilities, both civilian and military, such as swimming pools, beaches, tennis courts, bowling alleys and EM clubs.
- Free tickets to stage, radio and television shows.
- Athletic fields, picnic grounds and gyms for your use.
- Advice on your ship's party, dance or group tour.
- Where athletic events, such as basketball, baseball, football and hockey games, are being held.
- A list of places to visit while ashore, such as zoos, museums, art galleries and points of historical interest.
- Tournaments and leagues in which your ship's athletic teams may participate.
- Information on occasional events, such as symphonies, vaudeville shows, photo clubs, and dances and parties to which sailors are invited.
- A list of movies playing at both military and civilian theaters.
- Special sight-seeing tours.

To aid further in the planning by your ship's Special Services Officer, BuPers has compiled an official list of overseas shore-based Special Services Offices. This list does not include any CinCNeM SSOs; it is understood each ship operating in the Eastern Atlantic and Mediterranean Area is already furnished this information.



Information for Navymen Applying for a Tour of Shore Duty

HERE'S a roundup of the latest dope on sea/shore rotation and the BuPers Shore Duty Eligibility List (SDEL)—the Navy's method of filling personnel requirements of shore activities with men who rate a tour of duty on the beach.

First, several changes in requirements for placement on the SDEL have been announced in BuPers Inst. 1306.20B. The more important of these are:

- Sea duty requirements have been reduced for 28 enlisted ratings and increased for four (see Table).
- Required obligated service (computed from the transfer date

listed in your orders from BuPers) has been set at *two* years for men in pay grades E5 and above, while pay grades E4 and below need have only *one* year of obligated service. Prior to the new instruction, a man had to have obligated service equal to the normal tour of shore duty for his rate.

- The length of a normal tour of shore duty has been upped to three years for AC and TD ratings. USNR personnel in the SN, SA, FN and FA brackets will be eligible for only 12 months ashore (most of these men are on two-year active duty tours so this will allow them to get in a lit-

tle sea duty), while the tour for Regular Navy SNs, SAs, FNs and FAs remains 18 months. And, regardless of present rate, personnel who have never served at sea but were assigned to shore duty as SN, SA, FN or FA, upon completion of recruit training or as designated strikers after graduation from a class "A" school, will rate only 18 months of shore duty.

A normal tour of shore duty remains two years for all other personnel except men in the HMC, HM1, DTC, DT1, YN, PN and JO brackets, who have a normal shore duty tour of three years.

Months of Sea Duty Needed to Get on SDEL Waiting List

This is the word on how many months' sea duty you must put in before you're eligible to file your shore duty card.

The requirements listed below are for eligibility to submit a request for placement on BuPers'

Shore Duty Eligibility List and *should not* be interpreted as defining a tour of sea duty. The SDEL is essentially a "waiting list" for men who desire shore duty.

To find out how many months' sea duty you must have to request

shore duty, look in the first column for your rating, then follow straight across to your pay grade. The figure appearing there is your answer—in months.

Now check SDEL to find out how you stand in regard to shore duty.

RATING	PAY GRADE				DESIGNATED STRIKERS
	E-7	E-6	E-5	E-4	
BM	36	48	48	48	48
QM	48	48	36	36	36
RD	18	24	24	24	24
SO	18	24	24	24	24
TM	48	48	36	36	36
GM	48	48	48	36	36
FT/FC	18	18	36	36	36
MN	18	18	18	18	18
ET	18	18	24	24	24
IM	36	36	24	24	24
OM	36	36	24	24	24
TE	18	18	24	24	24
RM	36	36	36	24	24
CT	18	18	18	18	18
YN	18	18	18	18	18
PN	18	18	18	18	18
SK	24	24	18	18	18
DK	18	18	18	18	18
CS	36	24	24	24	24
SH	24	48	48	36	36
JO	18	18	18	18	18
PI	24	24	24	24	24
LI	24	24	24	24	24
DM	18	18	18	18	18
MU	24	24	24	24	24
MM	48	48	48	36	36
EN	48	48	36	36	36
MR	48	48	36	36	36
BT	48	48	48	48	48
EM	48	48	36	36	36
IC	48	48	36	36	36
ME	48	48	36	36	36
FP	48	48	36	24	24

RATING	PAY GRADE				DESIGNATED STRIKERS
	E-7	E-6	E-5	E-4	
DC	36	36	36	24	24
PM	48	48	36	36	36
ML	48	48	36	36	36
SV	18	18	18	18	18
CE	18	18	18	18	18
CD	24	24	24	24	24
CM	24	24	24	24	24
BU	24	24	24	24	24
SW	24	24	24	24	24
UT	18	18	18	18	18
AD	24	24	24	18	18
AT	24	24	18	18	18
AL	24	24	18	18	18
AO	24	24	24	18	18
AC	18	18	18	18	18
AB	24	24	24	18	18
AE	24	24	18	18	18
AM	24	24	18	18	18
PR	24	24	18	18	18
AG	24	24	24	18	18
TD	18	18	18	18	18
AK	24	24	18	18	18
AF/PH	24	24	18	18	18
HM/DT	18	18	18	18	18
HN/HA					18
DN/DA					18
SD	36	36	36	36	
TN/TA					24
AN/AA					24

Requests from SN/SA, FN/FA and CN/CP are not authorized as these personnel usually may expect to remain on sea duty until qualified either as a striker or PO in one of the ratings above.

The instruction points out, however, that if the needs of the service require transfer from shore duty before completion of the periods specified above, continuous duty performed for a period of 12 months or more will be considered to have been a complete tour of shore duty. Only in exceptional cases will consideration be given to a waiver of this rule.

While the primary requisite for being placed on the Bureau SDEL is fulfillment of sea duty requirements, the eligibility list is restricted to deserving personnel and the Chief of Naval Personnel may reject requests of personnel otherwise eligible if there is a history of disciplinary offenses.

All requests for BuPers-controlled shore duty must be submitted on the "Shore Duty Request Card" (NavPers 2416, Rev. 5-51) and forwarded to the Chief of Naval Personnel (Attn: B-211k) via your CO.

Space is provided on the card for listing three choices of location for your shore duty, it is not necessary to list more than one. Choices should be listed as one of the naval districts, PRNC, SRNC, CNATRA or CNATE and the preferred location within the command.

For instance, a man who wants duty in Long Beach, Calif., should list his first choice as "11ND (Long Beach, Calif.)."

"Anywhere in the U. S." may be listed as either first, second or third choice. Although it is not necessary to list this phrase at all, it will usually get you ashore faster, since you do not have to wait for an open billet for your rate in one particular area.

Also, if you do list more than one choice be sure the choices are in different naval districts.

The front of the request card has a space at the bottom which should be used to indicate the naval school or training course, if any, for which a man is recommended and fully qualified. "Volunteer" or "non-volunteer" should be listed after naming the school or course entered in this space. If a man is not considered qualified or recommended for a school or course, the forwarding command will enter a statement to that effect in the space below the double line on the front of the card.

Once the initial card has been submitted, it is up to you, yourself, to notify the Bureau (Attn: Pers B-

WHAT'S IN A NAME

Leathernecks and Devil Dogs

The term "Leatherneck" was apparently given the Marines by Navymen and was suggested by the leather-lined collar or "stock" formerly worn as part of the uniform of the Corps.

This collar, made stiff by a thin leather band on the inside, was designed to give a more military appearance to the uniform. The collar was about the same height as the collars on the dress uniform of the present.

However, when this collar became wet with perspiration it often caused discomfort as well as throat trouble and was consequently abolished by the Marine Corps shortly after 1875.

Another nickname earned by the Corps in World War I was that of "Devil Dog."

"Teufelhunde," the German equivalent of "devil dogs" is the name that the Germans are reported to have given to American Marines after the fighting around



Chateau-Thierry in 1918. The original "Teufelhunde" were fierce and fiendish dogs mentioned in a Bavarian legend.

German prisoners captured during battle said the American Marines "fought like devil dogs."

211k) of any changes in permanent duty station, rate or shore duty preference. Such changes are made by completing a new card, prominently marked with the words "CORRECTED CARD," and mailing it to the Bureau. Changes not forwarded in this manner will be returned without any action having been taken.

Men whose names are on the SDEL, but who have not received shore duty orders prior to expiration date of their enlistment (as indicated on their Shore Duty Request Card), will not be considered further until such time as they notify BuPers of their reenlistment or extension of enlistment. This is done by following the "Corrected Card" procedure.

In the event a man desires to cancel his shore duty request he should notify BuPers by letter, via his CO.

For a complete roundup on the various types of shore duty and questions concerning them, check ALL HANDS for July 1954; but here is a brief list of the types available:

- Bureau Shore Duty—Duty assigned by the Chief of Naval Personnel. This is the type discussed here, and covered by the list on the following pages.

- Fleet Shore Duty—This is duty at a shore-based fleet activity within the U. S. and is assigned by a service

force or type commander from a separate eligibility list. Generally, this is duty with Reserve Fleets and aviation squadrons.

- Recruiting Duty—While this type of duty is more difficult to get than Bureau or Fleet shore duty, a longer wait on the eligibility list is frequently more than compensated for by the location of the duty finally assigned. Requests for recruiting duty must be submitted in letter form, in accordance with BuPers Inst. 1336.1A.

- Instructor Duty—Although this duty (in naval schools or recruit training commands) is not considered by some personnel to be as "good" as some other types, the waiting list is smaller and it is the only list on which a man may remain while simultaneously enjoying a position on the Bureau SDEL. Requests should be made in accordance with BuPers Inst. 1306.22.

- Overseas Shore Duty—Duty at shore activities or on board non-rotated vessels outside the U. S. Assignment to this type duty is made by the Service Force commander concerned, and such service counts as sea duty for Bureau SDEL purposes. As a rule, men serving in such billets must complete the normal tour of duty for that location, before being eligible for Stateside duty.

Check Your Status by Rate and Location on SDELS

(Status as of Sep 1950)

ALL HANDS presents the table below approximately every six months to give Navymen afloat and overseas some idea of their standing on the BuPers Shore Duty Eligibility List. It is designed to offer you as much information as possible concerning your rate and the locations you have selected as choices for shore duty.










Here's how you can use this chart to compute your approximate position on the SDEL: Check down the list until you come to your rate and then read across the column until you come to the location or locations that you have listed on your Shore Duty Request Card.

Under each naval district or other command listed you will see two different dates, for example "12-48/10-49." The first date in this case (December 1948) is the date the top man on the SDEL in your rate began his sea duty tour. The second date (October 1949) is the date the fourth man from the top of the list in your rate began his sea duty tour. Where only one date appears it means that there are less than four men of that

rate on the SDEL for that locality. If no date appears, no man of that rate has requested the district or area indicated; if "No Allow." appears, then there is no allowance for your rate in that district or command.

By studying the table it is possible to make a fair guess as to the district or districts in which you would have the best chance of getting duty. For example, you are a BMC with sea duty commencing October 1950, and you have requested duty in ComONE. By looking at the place indicated on the table (first column, first line) you can see that you are among the first four men on the SDEL for ComONE.

Or, supposing you are a BM2 who has not yet requested shore duty, and your sea duty began in January 1948. By looking at the chart you can decide which district would be your best bet. You would be high on the list if you requested any district indicated except the Third or Fourth. For those two, your standing would be somewhere below the first four BM2s.

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Boatswain's Mate 	BMC	8-50/1-51	8-49/1-50	2-50/8-50	9-48/1-51	5-42/1-50	4-50/10-50	9-50/12-50
	BM1	8-45/9-48	3-42/6-47	3-42/2-48	8-48/11-49	4-48/8-49	2-46/8-49	10-47/8-48
	BM2	6-46/2-48	6-46/11-47	2-47/12-47	3-47/2-48	12-45/3-48	10-47/3-48	12-47/3-48
	BM3	6-48/9-48	12-41/5-48	8-41/7-47	2-49/4-49	1-49/3-49	8-46/3-48	12-47/3-48
	BMSN/SA	11-48/10-50	9-48/10-50	9-48/12-50	3-51/-	5-48/-	11-48/1-51	2-48/9-50
Quartermaster 	QMC	3-49/6-49	12-44/12-49	4-47/12-48	10-49/12-49	8-42/6-49	5-40/1-50	4-49/1-50
	QM1	10-46/12-46	12-45/12-46	11-43/10-46	5-47/12-47	7-45/3-47	11-43/10-46	1-46/5-47
	QM2	5-46/1-48	6-46/2-48	5-46/1-48	3-47/5-48	8-47/2-48	10-47/3-48	8-47/1-48
	QM3	10-49/8-50	11-43/2-50	11-43/5-50	9-50/-	6-48/8-49	7-48/8-50	7-48/7-49
	QMSN/SA	-	-	10-50/-	-	-	10-47/-	10-47/-
Radarman 	RDC	12-47/-	12-47/11-50	11-47/3-52	11-48/-	11-50/-	11-48/-	3-50/9-52
	RD1	12-46/4-47	3-46/10-47	5-46/12-47	10-47/7-48	12-46/1-48	3-47/1-48	12-46/11-47
	RD2	2-48/10-48	9-48/2-50	6-47/10-48	7-48/3-51	3-48/11-48	6-47/8-48	4-48/2-49
	RD3	-	11-50/-	11-51/-	3-52/-	-	-	1-51/-
	RDSN/SA	-	-	-	-	-	7-51/-	-
Sonarman 	SOC	No allow.	1-49/-	3-41/-	11-51/-	No allow.	5-44/11-51	10-50/12-51
	SO1	5-49/8-50	4-49/5-51	6-50/-	12-46/11-50	12-46/2-49	No allow.	6-48/5-48
	SO2	6-47/7-49	7-48/12-49	3-49/-	-	No allow.	1-51/-	9-50/-
	SO3	2-49/8-50	No allow.	1-43/4-51	-	1-49/6-50	-	5-50/5-52
	SOSN/SA	-	No allow.	-	-	3-51/-	-	-
Torpedoman's Mate 	TMC	9-39/8-49	6-46/-	4-48/-	-	4-49/7-49	6-48/-	7-46/6-50
	TM1	3-43/6-49	5-44/1-48	10-46/-	-	11-49/-	-	10-43/6-48
	TM2	10-41/6-50	5-48/10-48	12-40/4-48	1-48/-	12-40/8-50	11-45/10-50	5-43/4-48
	TM3	7-48/-	-	No allow.	4-49/-	-	No allow.	6-49/-
	TMSN/SA	-	-	-	-	-	-	-
Gunner's Mate 	GMC	11-46/-	7-50/-	5-49/7-50	-	-	-	1-41/-
	GM1	2-42/8-43	3-44/2-45	9-43/9-45	9-43/3-47	6-42/5-44	8-44/3-47	8-44/5-47
	GM2	2-47/10-47	11-46/2-47	11-46/4-47	1-48/4-48	5-47/12-47	11-47/1-48	10-47/12-47
	GM3	3-47/12-47	1-48/7-48	4-48/7-48	1-49/10-49	12-47/4-48	5-46/2-48	3-47/5-48
	GMSN/SA	-	-	-	-	-	2-48/-	2-48/4-51
Fire Control Technician and Fire Controlman 	FTC FCC	3-50/6-52	5-47/-	5-47/-	11-40/-	6-43/7-49	1-50/-	6-36/6-50
	FT1 FC1	11-42/9-47	10-46/4-48	8-46/9-47	4-46/-	8-46/2-48	9-43/2-47	9-43/12-47
	FT2 FC2	No allow.	1-47/1-49	4-45/11-47	7-47/-	4-45/4-48	7-47/10-48	6-45/7-47
	FT3 FC3	No allow.	1-48/5-50	No allow.	11-47/-	2-46/8-48	2-48/11-48	10-47/5-48
	FTSN/SA FCSN/SA	No allow.	-	No allow.	-	-	-	-
Mineman 	MNC	-	-	No allow.	-	-	No allow.	-
	MN1	-	-	-	-	-	No allow.	No allow.
	MN2	-	-	No allow.	-	-	No allow.	No allow.
	MN3	-	5-52/-	-	-	-	No allow.	No allow.
	MNSN/SA	-	-	-	-	-	-	-
Electronics Technician 	ETC	3-50/-	11-48/-	-	10-48/-	10-49/-	7-48/-	3-51/-
	ET1	7-47/12-48	6-48/5-49	4-49/3-50	7-52/-	6-48/9-48	4-48/11-48	9-47/6-50

Latest BuPers Shore Duty Eligibility List

as of Sep 1954)

When you start checking this list, note that some rates are not included in the personnel allowance for some districts and commands. You should know which districts these are, so that when you submit your shore duty request or a change to your request, you can be sure that the district you desire has an allowance for your rate.

In all cases when submitting your shore duty request it is advisable for you to take into consideration the column indicating duty "Anywhere U. S." Personnel who list "Anywhere U. S." on their requests are given consideration for assignment to any district for which they would have more sea duty than the top man on the list who has requested that district only.

Finally, here are several things you must remember studying this table:

- The Bureau's Shore Duty Eligibility List is subject to frequent change as new requests are received. While you might be No. 3 man this month you could drop to

No. 6 or No. 7 by next month if other men of your rate submit requests for the district you have chosen and these men have more sea duty than you.

- This table shows your standing on the Bureau's SDEL only. It contains no information for men who have put in requests for Fleet Shore Duty Eligibility Lists or for Recruiting or Instructor duty lists.

- Personnel who fall under either of the following categories are not included in the table below:












1. Men serving on overseas duty or non-rotated ships whose dependents are overseas with them and who have not completed a full tour of duty at that station.

2. Men serving on overseas duty or non-rotated ships whose dependents are not with them, but who have completed less than twelve months of a normal tour of duty in that location.

- Certain ratings, such as MU, MA, CT, TD and AG, are not included because they are subject to special detailing.


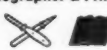











COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
6-46/8-49	1-47/3-50	1-49/2-50	6-48/-	12-50/-	5-42/8-50	- - - -	7-48/11-49	BMC
7-43/6-48	1-48/3-49	11-49/1-50	12-45/5-49	6-48/9-49	3-42/7-49	5-50/-	6-47/8-48	BM1
4-48/8-48	8-48/9-48	6-48/9-48	6-48/7-48	6-48/10-48	12-47/6-48	9-47/3-50	6-46/6-48	BM2
9-48/3-49	9-48/2-49	10-48/2-49	4-48/4-49	2-49/9-49	10-48/1-49	7-48/5-49	12-41/12-48	BM3
4-49/8-51	4-49/-	12-50/-	3-51/-	- - - -	5-48/8-51	9-50/-	4-49/11-49	BMSN/SA
10-41/1-48	4-49/9-49	11-48/6-49	1-49/3-50	6-49/-	4-49/3-50	No allow.	10-49/12-49	QMC
7-43/5-46	5-45/6-47	3-44/4-47	7-45/5-48	3-47/5-48	11-46/11-47	3-47/-	5-45/10-46	QM1
2-48/2-48	12-47/2-48	2-48/11-48	12-48/8-49	12-48/1-51	8-47/3-48	7-48/7-50	5-46/2-48	QM2
5-48/11-50	2-49/12-50	10-48/5-51	8-50/-	- - - -	7-48/8-50	No allow.	2-49/9-50	QM3
2-48/-	- - - -	- - - -	- - - -	- - - -	2-51/-	No allow.	10-50/-	QMSN/SA
11-46/9-51	9-50/11-52	4-41/-	- - - -	No allow.	11-50/-	No allow.	12-47/9-50	RDC
7-47/12-47	7-47/12-47	10-47/8-48	No allow.	4-47/5-50	3-47/12-47	3-47/-	3-47/9-47	RD1
7-48/11-48	7-48/10-48	3-48/11-48	2-49/-	- - - -	3-48/11-49	No allow.	3-48/7-48	RD2
- - - -	- - - -	1-51/-	11-51/-	No allow.	- - - -	No allow.	- - - -	RD3
- - - -	- - - -	- - - -	- - - -	- - - -	7-51/-	No allow.	- - - -	RDSN/SA
5-44/2-50	1-52/-	No allow.	- - - -	No allow.	No allow.	No allow.	3-41/8-50	SOC
11-46/4-48	11-46/2-49	No allow.	5-52/-	5-52/-	No allow.	1-51/4-52	12-46/2-49	SO1
8-48/7-50	8-48/7-51	4-48/3-52	- - - -	No allow.	No allow.	1-51/-	7-50/1-51	SO2
9-50/10-51	- - - -	No allow.	No allow.	No allow.	No allow.	- - - -	2-51/4-51	SO3
- - - -	- - - -	- - - -	- - - -	- - - -	No allow.	- - - -	- - - -	SOSN/SA
3-38/12-49	11-39/2-50	4-37/8-46	- - - -	No allow.	6-48/-	No allow.	9-49/-	TMC
2-42/-	8-40/-	- - - -	1-48/-	No allow.	- - - -	No allow.	4-49/-	TM1
- - - -	- - - -	6-48/-	12-48/-	No allow.	12-49/-	No allow.	1-48/12-49	TM2
- - - -	- - - -	- - - -	No allow.	No allow.	- - - -	No allow.	4-49/-	TM3
- - - -	- - - -	- - - -	No allow.	No allow.	- - - -	No allow.	- - - -	TMSN/SA
5-38/2-41	7-48/8-49	11-38/9-49	8-49/-	3-50/-	- - - -	No allow.	5-49/-	GMC
9-42/2-45	2-44/7-46	8-44/11-46	5-44/7-47	No allow.	6-42/3-46	No allow.	8-44/9-46	GM1
10-47/1-48	11-47/1-48	11-47/3-48	11-47/1-48	2-48/10-48	11-47/1-48	No allow.	4-44/5-47	GM2
7-48/3-49	7-48/7-50	4-48/10-49	2-46/8-48	7-48/-	5-46/2-48	No allow.	7-48/7-48	GM3
7-48/-	7-48/-	- - - -	4-51/-	- - - -	- - - -	No allow.	7-48/-	GMSN/SA
6-42/4-48	9-48/10-50	7-48/9-50	4-48/-	- - - -	No allow.	No allow.	7-48/12-49	FTC
6-46/3-48	11-47/5-48	2-50/-	10-46/9-50	- - - -	No allow.	No allow.	7-46/2-47	FCC
7-47/1-49	10-47/7-49	No allow.	12-47/-	- - - -	No allow.	No allow.	5-46/7-47	FT1
12-47/5-48	12-47/3-50	No allow.	8-48/-	4-49/-	No allow.	No allow.	2-46/1-48	FC1
- - - -	- - - -	No allow.	- - - -	- - - -	No allow.	No allow.	- - - -	FT2
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	FC2
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	FT3
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	FC3
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	FTSN/SA
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	FCSN/SA
No allow.	- - - -	- - - -	- - - -	No allow.	No allow.	No allow.	- - - -	MNC
No allow.	9-50/-	- - - -	- - - -	No allow.	No allow.	No allow.	9-50/-	MN1
- - - -	- - - -	5-49/-	- - - -	No allow.	No allow.	No allow.	5-49/-	MN2
- - - -	- - - -	- - - -	- - - -	No allow.	No allow.	No allow.	- - - -	MN3
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	MNSN/SA
5-48/3-51	5-46/10-51	5-52/-	- - - -	- - - -	10-50/-	- - - -	3-51/-	ETC
3-48/3-51	3-48/4-49	5-48/-	11-48/2-52	- - - -	7-48/3-51	- - - -	9-47/1-49	ET1

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Electronics Technician (cont.) 	ET2 ET3 ETSN/SA	10-51/- -/- -/-	-/- -/- -/-	-/- -/- -/-	-/- -/- -/-	1-52/- -/- -/-	5-51/- 10-49/- -/-	-/- 10-51/- -/-
Instrumentman 	IMC IM1 IM2 IM3 IMSN/SA	No allow. -/- No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	-/- -/- -/- -/- -/-	-/- 7-50/- 10-50/- No allow. No allow.	No allow. -/- No allow. No allow. No allow.	-/- -/- No allow. No allow. No allow.
Opticalman 	OMC OM1 OM2 OM3 OMSN/SA	-/- No allow. No allow. No allow. No allow.	No allow. -/- -/- No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. 8-48/- No allow. -/- No allow.	No allow. No allow. No allow. No allow. No allow.	5-49/- -/- -/- -/- -/-
Teleman 	TEC TE1 TE2 TE3 TESN/SA	9-49/- 2-48/2-52 12-46/- -/- -/-	6-52/- 8-48/9-49 -/- 11-51/- -/-	9-49/- 7-50/4-52 11-48/- -/- -/-	-/- 8-51/- -/- -/- -/-	12-51/- 12-46/2-52 5-48/- 2-49/4-52 1-52/-	9-49/- 10-47/1-52 7-52/- 2-49/- -/-	11-48/- 4-48/6-49 -/- 10-51/6-52 6-52/-
Radioman 	RMC RM1 RM2 RM3 RMSN/SA	5-49/2-50 6-42/12-48 4-48/12-48 -/- -/-	7-47/6-50 6-42/5-47 3-47/4-48 6-48/- -/-	7-47/2-50 12-42/4-48 2-48/2-49 4-52/- -/-	7-48/12-49 12-47/12-48 10-48/3-50 7-52/- -/-	7-48/4-49 4-42/7-48 12-48/7-49 12-51/- 1-52/-	4-48/10-49 4-42/5-48 9-48/5-49 9-51/- -/-	3-48/12-49 6-47/6-48 9-47/6-49 12-51/5-52 -/-
Yeoman 	YNC YN1 YN2 YN3 YNSN/SA	2-51/7-52 1-49/- -/- -/- -/-	10-51/- 1-49/11-52 2-51/2-52 10-51/- -/-	10-50/10-51 6-50/10-51 -/- -/- -/-	3-52/- 7-52/- -/- -/- -/-	8-52/- 11-50/4-51 11-50/9-51 11-48/- -/-	4-52/- 6-50/4-51 6-51/12-51 12-51/- -/-	5-51/- 11-50/9-51 10-50/- -/- -/-
Personnel Man 	PNC PN1 PN2 PN3 PNSN/SA	10-52/- -/- -/- -/- -/-	7-52/- 3-49/10-51 1-50/- 12-51/- -/-	7-51/8-52 10-51/- 1-50/- 12-51/- -/-	-/- -/- 1-52/- -/- -/-	8-52/- -/- 1-51/- -/- -/-	-/- -/- 12-43/- -/- -/-	4-51/- -/- 2-52/- 12-50/- -/-
Storekeeper 	SKC SK1 SK2 SK3 SKSN/SA	3-52/- 7-50/9-51 2-52/- -/- -/-	10-49/7-51 11-50/1-52 11-49/1-52 -/- -/-	3-51/4-52 7-50/9-51 11-49/- 6-48/- -/-	7-51/2-52 8-51/10-51 -/- -/- 7-52/-	6-51/10-51 6-47/7-51 10-47/- 1-52/- 7-52/-	2-51/6-51 8-48/8-51 9-50/- 7-49/- -/-	7-51/7-52 4-50/8-51 9-51/- -/- -/-
Disbursing Clerk 	DKC DK1 DK2 DK3 DKSN/SA	-/- 8-52/- -/- -/- 6-52/-	6-52/- 10-48/11-52 10-51/- 3-51/- -/-	10-48/- 10-51/- -/- 3-51/- -/-	7-52/10-52 -/- -/- -/- -/-	-/- -/- 12-51/- 5-52/- -/-	4-52/- -/- 4-51/- -/- -/-	2-52/3-52 -/- -/- 5-52/- -/-
Commissaryman 	CSC CS1 (Cook) CS1 (Butcher) CS1 (Baker) CS1 (NJC3001) CS2 (Cook) CS2 (Butcher) CS2 (Baker) CS3 (Cook) CS3 (Butcher) CS3 (Baker) CSSN/SA (Cook) CSSN/SA (Butcher) CSSN/SA (Baker)	3-51/8-51 1-47/11-50 7-52/- 8-51/3-52 3-50/- 3-51/8-51 11-48/5-50 6-52/- 3-50/3-51 10-50/5-51 3-51/- -/- -/- 4-52/-	6-48/3-51 6-46/7-47 7-52/- 4-46/11-49 8-48/- 6-46/12-50 2-47/- 1-49/3-50 1-50/10-50 10-50/5-51 3-51/- -/- -/- 4-52/-	6-48/5-51 4-46/11-49 -/- 4-46/9-51 3-47/- 6-44/1-49 11-48/3-50 9-48/11-50 9-50/1-51 3-51/- -/- -/- 10-46/-	2-38/5-51 7-49/7-51 -/- 8-50/2-52 11-50/- 2-52/6-52 8-50/- 2-52/- 2-52/- 2-52/- 6-52/- -/- -/- -/-	12-48/3-51 9-48/9-50 -/- 1-50/8-51 6-52/- 6-44/8-50 7-52/- 1-50/3-51 9-51/- 2-51/9-51 -/- -/- -/- 10-51/-	12-48/5-51 12-49/1-51 -/- 8-51/2-52 -/- 12-44/10-48 7-52/- 1-51/1-52 12-51/- 11-50/3-52 12-51/- -/- 5-48/- 10-51/-	12-50/7-51 6-48/2-52 -/- 10-47/1-52 -/- 10-51/- -/- 1-49/12-51 8-50/- 8-52/- -/- -/- -/- 4-52/-
Ship's Serviceman 	SHC SH1 (Store) SH1 (Cobbler) SH1 (Barber) SH1 (Tailor) SH1 (Laundry) SH2 (Store) SH2 (Cobbler) SH2 (Barber) SH2 (Tailor) SH2 (Laundry) SH3 (Store) SH3 (Cobbler) SH3 (Barber) SH3 (Tailor) SH3 (Laundry) SHSN/SA (Store)	11-49/- 8-46/12-49 -/- 3-48/- 7-50/- 4-46/1-47 -/- -/- -/- -/- 10-46/4-47 -/- -/- -/- -/- 1-48/5-48 -/-	11-50/- 8-46/12-49 -/- 1-47/- 6-50/- 8-46/1-47 8-50/- 12-47/- -/- -/- 10-46/4-47 -/- -/- -/- -/- 2-48/5-48 -/-	5-50/- 2-46/- 5-48/- -/- 9-46/- 11-46/1-47 -/- -/- 11-47/- -/- 12-46/2-48 -/- -/- -/- -/- 12-47/4-48 -/-	7-51/10-51 3-49/- -/- -/- -/- 6-46/7-47 -/- -/- 11/50/- -/- 12-46/12-47 -/- -/- -/- -/- 2-48/8-48 -/-	5-50/6-51 11-45/2-48 -/- 5-45/- 3-48/- 10-45/1-47 12-48/- 7-50/- 3-48/- 10-46/5-47 -/- 7-48/- 11-44/2-48 -/- -/- -/-	4-51/- 10-47/3-49 -/- 12-49/- 2-48/- 3-47/6-47 12-48/- 1-48/- -/- 10-46/3-47 8-50/- -/- 11-44/7-48 -/- -/- -/-	11-49/- 3-48/1-50 5-48/- -/- -/- 8-46/5-47 -/- 8-48/- -/- 3-47/10-47 -/- -/- 6-47/5-48 -/- -/- -/-






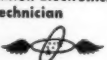

COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
5-51/-	2-44/-	2-44/-	-	-	5-51/-	-	-	ET2 ET3 ETSN/SA
8-44/-	No allow. 10-50/-	No allow. No allow. No allow. No allow.	-	No allow. No allow. No allow. No allow.	No allow. -	No allow. No allow. No allow.	-	IMC IM1 IM2 IM3 IMSN/SA
No allow. No allow. No allow.	No allow. No allow. No allow.	5-49/- No allow. No allow. No allow.	5-49/- No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow.	5-49/- 8-48/- 7-48/-	OMC OM1 OM2 OM3 OMSN/SA
5-51/3-52 4-50/-	1-53/- 4-50/- 6-48/-	11-48/- 9-52/- 11-51/-	4-52/- 7-50/6-52 10-51/-	- 1-51/- No allow.	5-51/- 6-49/1-52 2-49/4-52 1-52/-	-	5-51/- 8-48/8-52 -	TEC TE1 TE2 TE3 TESN/SA
11-48/2-49 11-45/8-48 2-48/9-48	4-39/5-49 5-44/6-48 9-47/3-49 12-50/-	8-38/5-49 10-47/1-49 3-49/3-50 -	4-48/4-50 12-47/11-48 2-49/2-50 9-51/- 1-52/-	No allow. No allow. 12-49/2-51 No allow. No allow.	9-48/4-50 12-42/8-48 12-48/5-49 9-51/2-52 1-52/-	5-50/- 8-50/- 4-48/-	3-48/6-49 4-42/6-48 2-48/2-49 9-51/- 1-52/-	RMC RM1 RM2 RM3 RMSN/SA
8-51/7-52 5-51/8-52 11-50/-	9-51/9-52 9-52/11-52 1-51/- 1-51/-	8-51/9-52 6-50/9-52 2-51/-	8-51/- 8-51/7-52 3-51/-	4-52/- 7-52/- 4-51/-	8-52/- 11-50/9-51 10-50/12-51 12-51/-	- 7-52/- 6-50/-	8-51/- 7-52/- 11-50/-	YNC YN1 YN2 YN3 YNSN/SA
11-46/-	11-46/-	-	4-51/5-52	-	7-51/12-52	No allow.	-	PNC PN1 PN2 PN3 PNSN/SA
12-43/- 12-50/-	1-52/-	3-49/- 1-51/-	1-51/-	-	12-43/- 6-52/-	-	12-43/- 12-50/-	-
4-51/7-51 4-51/9-51 1-52/-	11-50/7-51 1-51/9-51 5-51/- 5-52/-	7-51/7-52 10-51/1-52 - - - -	7-51/2-52 6-47/9-51 - - - -	- 9-50/- - - - -	6-51/10-51 4-51/9-51 10-47/- 7-49/- 7-52/-	- 10-51/- - - -	7-51/9-51 7-51/8-51 9-50/- 7-49/- -	SKC SK1 SK2 SK3 SKSN/SA
2-52/-	3-52/- 4-52/-	2-52/- 2-52/-	7-52/- 11-51/- 6-52/-	- 2-52/- -	4-52/- 12-51/- 5-52/-	-	2-52/- 2-52/- 5-52/-	DKC DK1 DK2 DK3 DKSN/SA
4-48/4-50 10-50/10-51	12-48/8-50 7-51/9-51	12-48/7-50 9-51/6-52 8-51/- 9-51/- 10-50/10-51	7-51/1-52 10-50/9-51 - 3-52/- 8-51/- - - - -	2-50/3-52 7-50/5-52 - 3-52/- 8-51/- 6-52/- - - -	12-48/2-51 9-48/3-51 - 5-51/8-51 6-52/- 7-48/10-50 - 1-50/3-51 12-51/- 11-50/11-51 12-51/- - 5-48/- 11-51/-	9-51/- 4-46/- - - - 2-49/- 3-50/- - - - - - -	2-38/2-51 8-51/9-51 - 6-51/11-51 3-50/- 6-52/- 7-52/- 1-49/9-51 12-51/- 8-52/- - - 5-48/- 4-52/-	CSC CS1 (Cook) CS1 (Butcher) CS1 (Baker) CS1 (NJC3001) CS2 (Cook) CS2 (Butcher) CS2 (Baker) CS3 (Cook) CS3 (Butcher) CS3 (Baker) CSSN/SA (Cook) CSSN/SA (Butcher) CSSN/SA (Baker)
1-49/3-50 11-45/6-49 12-49/-	6-47/5-50 1-50/6-50 - 9-46/- 8-46/1-47	3-47/1-49 2-49/- - 9-46/- 8-46/10-47	5-50/- 7-49/- - - 4-46/11-48	6-51/- 7-49/- - - -	11-49/9-51 9-47/3-48 - 5-45/- 7-46/4-47 12-48/- - 3-48/- 3-47/3-48 - 7-48/- 8-47/5-48	No allow. 2-48/- - - 7-48/- - 9-50/- - - - 9-50/- -	6-47/8-50 11-45/1-49 - 1-47/- 11-45/- 4-46/9-46 7-50/- 11-48/- 7-50/- - - 3-48/5-48	SHC SH1 (Store) SH1 (Cobbler) SH1 (Barber) SH1 (Tailor) SH1 (Laundry) SH2 (Store) SH2 (Cobbler) SH2 (Barber) SH2 (Tailor) SH2 (Laundry) SH3 (Store) SH3 (Cobbler) SH3 (Barber) SH3 (Tailor) SH3 (Laundry) SHSN/SA (Store)

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Ship's Serviceman (cont.)	SHSN/SA (Cobbler) SHSN/SA (Barber) SHSN/SA (Tailor) SHSN/SA (Laundry)	--- -- --- -- --- -- --- -- 2-48/--	--- -- --- -- --- -- --- -- 2-46/12-49	--- -- --- -- --- -- --- -- 2-46/7-48	--- -- --- -- --- -- --- -- 12-50/--	--- -- --- -- --- -- --- -- 3-48/3-49	--- -- 12-47/-- --- -- --- -- --- --	--- -- --- -- --- -- --- -- 1-48/10-50
Journalist 	JOC JO1 JO2 JO3 JOSN/SA	--- -- --- -- --- -- --- -- --- --	--- -- --- -- --- -- --- -- --- --	--- -- --- -- No allow. --- -- --- --	--- -- --- -- --- -- --- -- --- --	--- -- --- -- --- -- 2-52/-- --- --	--- -- --- -- No allow. No allow. No allow.	--- -- 9-50/-- --- -- --- -- --- --
Lithographer & Printer 	LIC PIC L11 P11 L12 P12 L13 P13 LISN/SA PISN/SA	3-49/-- 8-49/-- --- -- --- -- No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow. No allow. No allow. No allow.	5-51/4-92 No allow. 6-48/-- 8-51/2-52 5-52/--	1-52/-- No allow. --- -- 8-51/-- --- --	--- -- 3-48/-- --- -- 8-50/-- 10-50/--	No allow. No allow. No allow. No allow. No allow.	1-50/-- No allow. No allow. No allow. No allow.
Draftsman 	DMC DM1 DM2 DM3 DMSN/SA	No allow. --- -- --- -- No allow. No allow.	--- -- --- -- --- -- --- -- --- --	11-50/-- --- -- --- -- --- -- --- --	--- -- --- -- --- -- --- -- --- --	No allow. --- -- --- -- --- -- --- --	--- -- --- -- --- -- --- -- --- --	--- -- --- -- --- -- --- -- --- --
Machinist's Mate 	MMC MM1 MM2 MM3 MMFN/FA	12-36/3-47 2-45/2-46 1-41/10-47 9-41/5-48	11-44/4-47 2-45/1-46 7-47/11-47 3-45/3-48	4-41/8-48 4-43/9-45 3-42/7-47 9-41/3-48	11-46/8-47 10-45/2-46 6-46/11-47 7-48/-- 10-47/--	11-44/4-47 2-44/10-45 1-41/8-47 7-47/3-49 --- --	10-40/3-43 3-43/4-46 8-47/11-47 7-47/-- 3-48/--	11-44/6-47 2-44/7-45 6-47/1-48 7-48/9-49 10-47/--
Engineman 	ENC EN1 EN2 EN3 ENFN/FA	7-49/-- 5-43/8-46 1-43/1-50 --- -- --- --	10-45/-- 7-42/6-46 3-47/11-49 1-49/6-51 10-48/--	6-50/-- 4-47/2-48 7-42/10-48 1-49/5-51 --- --	--- -- 3-46/10-48 --- -- --- -- 9-50/--	10-45/1-50 5-43/5-48 12-47/4-48 7-46/-- --- --	1-50/-- 6-45/6-47 11-47/12-48 10-48/-- --- --	1-50/-- 6-44/11-46 11-40/6-48 No allow. No allow.
Machinery Repairman 	MRC MR1 MR2 MR3 MRFN/FA	--- -- 10-47/-- 11-43/9-50 --- -- --- --	7-48/-- No allow. 7-48/12-49 No allow. No allow.	10-48/-- No allow. No allow. No allow. No allow.	--- -- 4-48/-- 7-46/-- --- -- --- --	5-46/-- 3-42/1-49 5-48/-- --- -- --- --	--- -- 4-48/-- 6-48/-- No allow. No allow.	--- -- 12-45/-- 11-43/3-49 --- -- 2-51/--
Boilerman 	BTC BT1 BT2 BT3 BTFN/FA	5-38/8-46 9-42/2-43 11-40/1-47 1-48/8-48 10-48/--	4-41/11-46 2-42/3-43 11-40/9-47 2-48/5-48 --- --	5-38/7-49 2-41/6-42 9-46/10-47 1-48/5-48 4-48/--	2-38/3-45 2-43/5-43 2-47/7-47 8-48/11-48 3-40/--	7-40/3-45 6-41/3-43 8-44/6-47 4-48/8-48 --- --	3-47/6-49 10-42/11-44 10-47/11-47 1-48/7-48 10-48/--	6-47/-- 10-42/5-42 1-47/12-47 8-48/10-48 10-48/--
Electrician's Mate 	EMC EM1 EM2 EM3 EMFN/FA	--- -- 1-42/10-47 --- -- 6-50/-- --- --	1-48/-- 5-46/2-48 3-49/8-50 2-48/5-50 --- --	3-44/-- 11-46/8-47 12-48/-- 2-49/6-50 9-48/--	4-49/-- 9-47/1-48 --- -- --- -- --- --	4-49/-- 2-47/12-47 3-46/10-50 --- -- --- --	1-50/-- 3-46/6-47 5-48/4-51 1-51/-- --- --	7-50/-- 8-47/2-48 12-48/8-50 --- -- 8-48/--
I. C. Electrician 	ICC IC1 IC2 IC3 ICFN/FA	No allow. 7-43/-- 3-49/-- No allow. --- --	10-45/-- 12-46/-- 9-50/-- No allow. --- --	--- -- 4-47/-- 4-49/-- --- -- --- --	--- -- 4-48/-- --- -- --- -- --- --	--- -- 12-46/-- 11-50/-- 1-49/-- --- --	7-47/-- --- -- 3-50/-- --- -- --- --	--- -- --- -- --- -- --- -- --- --
Metalsmith 	MEC ME1 ME2 ME3 MEFN/FA	4-47/4-50 4-44/9-46 12-47/7-50 8-50/-- --- --	7-47/-- 1-45/3-47 12-47/7-50 No allow. No allow.	1-49/5-50 5-46/12-47 4-48/10-50 1-48/-- --- --	2-49/-- 10-43/7-47 --- -- 9-50/-- --- --	6-36/-- 6-45/5-47 4-46/9-48 5-51/-- --- --	3-47/-- 8-46/3-47 4-46/6-48 8-48/5-51 --- --	7-49/-- 8-46/2-47 10-47/6-48 8-48/8-49 --- --
Pipe Fitter 	FPC FP1 FP2 FP3 FPFN/FA	--- -- 2-46/4-48 10-48/-- --- -- 1-49/--	12-47/-- 5-46/2-48 3-46/3-48 4-48/-- --- --	12-47/-- 5-46/7-47 12-44/9-48 No allow. No allow.	10-49/-- 11-44/1-48 12-48/3-50 --- -- --- --	3-47/10-49 11-44/4-47 1-48/3-49 10-48/-- --- --	8-40/-- 9-46/4-47 1-48/3-49 No allow. No allow.	8-40/-- 2-46/1-48 12-47/2-49 10-46/-- 1-49/--
Damage Controlman 	DCC DC1 DC2 DC3 DCFN/FA	--- -- 5-48/1-50 9-50/-- 12-48/-- --- --	--- -- 4-49/1-50 9-50/-- 5-48/-- --- --	--- -- 3-49/4-50 9-50/2-51 2-48/-- --- --	--- -- 2-50/-- --- -- 4-51/-- 12-46/--	--- -- 10-48/6-50 8-50/-- 4-51/-- --- --	--- -- 10-46/10-49 7-48/3-50 --- -- --- --	--- -- 11-46/1-50 5-51/-- --- -- --- --
Patternmaker 	PMC PM1 PM2 PM3 PMFN/FA	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. --- -- No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	--- -- No allow. No allow. No allow. No allow.








COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
---	---	---	---	---	---	---	8-46/-	SHSN/SA (Cobbler)
---	---	8-46/-	---	---	12-47/-	---	---	SHSN/SA (Barber)
---	---	---	---	---	---	---	---	SHSN/SA (Tailor)
3-48/11-49	6-48/-	7-48/-	12-50/-	---	7-48/-	2-48/-	2-46/7-48	SHSN/SA (Laundry)
5-50/-	5-50/-	---	---	No allow.	---	No allow.	---	JOC
---	---	---	---	No allow.	9-50/-	No allow.	---	JO1
---	---	---	---	---	8-50/-	No allow.	---	JO2
---	---	---	---	---	2-52/-	---	---	JO3
---	---	---	---	---	---	---	---	JOSN/SA
4-52/-	12-46/4-52	No allow.	1-50/-	No allow.	No allow.	No allow.	1-52/-	LIC
No allow.	No allow.	No allow.	8-48/-	No allow.	No allow.	No allow.	3-48/4-52	PIC
No allow.	---	No allow.	---	No allow.	8-52/-	No allow.	2-48/-	L11
No allow.	3-49/-	No allow.	7-50/-	No allow.	No allow.	No allow.	12-48/-	L12
No allow.	---	No allow.	1-51/-	No allow.	No allow.	No allow.	10-50/-	L13
---	---	---	---	---	---	---	---	L1SN/SA
1-52/-	No allow.	---	---	No allow.	---	No allow.	1-52/-	P1SN/SA
---	---	No allow.	11-50/-	No allow.	---	No allow.	---	DMC
---	---	No allow.	---	No allow.	---	No allow.	---	DM1
---	---	No allow.	---	No allow.	---	No allow.	---	DM2
---	---	No allow.	---	No allow.	---	No allow.	---	DM3
---	---	---	---	---	---	---	---	DMSN/SA
8-36/7-46	5-41/7-46	6-45/9-46	8-47/1-49	5-48/-	8-45/11-47	---	8-45/9-46	MMC
1-42/12-45	11-45/5-46	3-44/10-46	2-46/9-46	5-45/11-46	3-43/11-45	No allow.	2-44/6-45	MM1
12-47/1-48	9-47/12-47	2-46/11-47	9-47/4-49	9-47/7-49	6-47/11-47	No allow.	1-41/8-47	MM2
3-50/-	3-50/-	---	5-48/-	No allow.	7-47/1-49	No allow.	9-41/10-47	MM3
---	---	---	---	---	---	No allow.	10-47/-	MMFN/FA
1-35/10-47	2-47/11-48	11-35/-	5-48/-	5-48/-	4-50/-	No allow.	5-48/-	ENC
6-43/10-47	4-48/6-48	9-44/11-47	5-48/11-48	1-49/-	6-45/2-47	2-48/-	1-48/4-48	EN1
6-48/6-51	11-50/-	---	2-48/-	8-50/-	11-47/10-48	3-51/-	2-48/1-51	EN2
7-49/-	---	11-49/-	1-49/-	---	---	No allow.	1-49/-	EN3
---	---	---	---	---	---	No allow.	---	ENFN/FA
4-50/-	4-48/-	No allow.	---	No allow.	No allow.	---	---	MRC
12-45/12-47	---	No allow.	1-45/-	8-48/-	No allow.	No allow.	2-47/8-48	MR1
8-47/6-48	11-47/-	8-47/-	---	No allow.	5-48/-	No allow.	11-43/11-49	MR2
---	---	No allow.	---	No allow.	---	No allow.	---	MR3
---	---	No allow.	---	No allow.	2-51/-	No allow.	---	MRFN/FA
11-46/7-48	1-47/10-47	1-47/-	9-49/-	10-49/-	12-47/6-50	No allow.	3-42/12-47	BTC
2-42/11-42	8-41/11-44	2-42/6-44	5-43/3-47	5-43/3-48	10-42/11-44	5-46/-	2-42/1-43	BT1
6-47/9-47	7-47/10-47	2-45/11-47	9-47/12-47	No allow.	12-44/11-47	No allow.	7-44/6-47	BT2
7-48/9-48	7-48/1-49	7-46/9-48	11-48/8-50	No allow.	3-48/1-49	No allow.	7-48/8-48	BT3
6-48/-	---	---	---	No allow.	---	No allow.	10-48/-	BTFN/FA
---	---	---	---	---	---	---	---	---
5-43/6-47	7-48/-	6-39/-	3-49/-	3-49/-	---	No allow.	---	EMC
---	9-42/7-47	7-47/12-47	9-47/4-48	1-48/-	8-46/12-47	No allow.	3-46/7-47	EM1
11-48/-	11-48/-	10-48/-	---	---	3-46/4-51	No allow.	8-50/-	EM2
---	---	5-48/-	---	---	1-51/-	No allow.	11-48/7-50	EM3
---	---	---	---	---	8-48/-	No allow.	---	EMFN/FA
---	11-50/-	---	No allow.	No allow.	---	No allow.	---	ICC
---	---	---	11-48/-	---	---	No allow.	4-47/-	IC1
---	---	---	4-49/-	No allow.	---	No allow.	4-49/-	IC2
---	---	---	No allow.	No allow.	---	No allow.	---	IC3
---	---	---	No allow.	No allow.	---	No allow.	---	ICFN/FA
5-45/4-50	5-45/8-50	12-49/-	---	---	No allow.	No allow.	2-49/5-50	MEC
1-44/12-46	8-46/10-47	1-47/3-48	1-46/4-48	6-43/9-48	6-45/11-47	No allow.	6-45/10-46	ME1
1-48/7-48	5-48/6-49	4-48/1-49	2-50/-	No allow.	12-47/6-48	No allow.	10-47/5-48	ME2
---	5-51/-	2-46/-	6-50/-	No allow.	2-50/-	No allow.	5-51/-	ME3
3-48/-	---	---	---	No allow.	---	No allow.	---	MEFN/FA
9-48/9-49	9-49/-	No allow.	---	No allow.	No allow.	No allow.	8-40/-	FPC
11-46/12-47	9-47/2-48	7-47/-	4-49/-	---	4-47/11-47	No allow.	9-46/2-47	FP1
4-50/-	9-50/-	9-50/-	12-50/-	3-48/-	No allow.	No allow.	9-48/1-49	FP2
12-50/-	5-47/-	No allow.	No allow.	---	10-48/-	No allow.	10-46/-	FP3
---	---	No allow.	No allow.	---	---	No allow.	1-49/-	FPFN/FA
---	---	---	---	---	---	---	---	---
11-46/1-50	6-46/-	1-49/-	---	---	---	No allow.	---	DCC
1-51/-	2-50/2-51	5-49/5-50	6-49/5-50	6-49/10-50	10-48/12-49	No allow.	10-48/1-50	DC1
---	---	---	---	---	1-49/11-51	No allow.	11-50/-	DC2
5-51/-	---	12-51/-	---	---	5-51/-	No allow.	---	DC3
---	---	7-50/-	---	---	---	No allow.	12-46/-	DCFN/FA
2-50/-	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	---	PMC
---	No allow.	No allow.	---	No allow.	No allow.	No allow.	---	PM1
---	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	---	PM2
---	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	---	PM3
---	No allow.	No allow.	No allow.	No allow.	No allow.	No allow.	---	PMFN/FA

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Molder 	MLC ML1 ML2 ML3 MLFN/FA	No allow. — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	11-46/— No allow. No allow. No allow. No allow.
Surveyor 	SVC SV1 SV2 SV3 SVCN/CP	No allow. — — — 3-52/—	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	12-50/— — — — No allow.	No allow. — — — No allow.	No allow. No allow. No allow. No allow. No allow.	— No allow. — No allow. No allow.
Construction Electrician's Mate 	CEC CE1 CE2 CE3 CECN/CP	— — — — —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	6-51/— 6-52/— — No allow. No allow.	No allow. 12-50/— — — —	No allow. No allow. No allow. No allow. No allow.	— No allow. No allow. No allow. No allow.
Driver 	CDC CD1 CD2 CD3 CDCN/CP	9-46/— 12-50/11-51 6-52/— 5-52/— —	No allow. No allow. — No allow. No allow.	1-49/— 1-48/11-51 11-51/— 4-52/— 2-52/—	— 3-52/— 3-51/— 4-52/— —	12-51/— 10-50/12-50 1-51/— 12-50/— 11-51/—	No allow. No allow. 7-51/— 7-52/— 11-51/—	— 3-51/6-52 11-50/11-51 12-51/4-52 4-52/—
Mechanic 	CMC CM1 CM2 CM3 CMCN/CP	— 10-46/6-52 8-52/— 7-52/— —	No allow. No allow. No allow. No allow. No allow.	No allow. — No allow. No allow. No allow.	11-48/— 2-49/— 5-48/— — —	2-51/— 12-51/— 9-47/— — —	No allow. No allow. No allow. No allow. No allow.	— No allow. No allow. No allow. No allow.
Builder 	BUC BU1 BU2 BU3 BUCN/CP	8-47/3-51 8-50/6-51 — 4-51/9-51 —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	11-51/— 1-51/8-51 — — —	3-51/6-51 9-48/3-51 No allow. 5-52/— —	No allow. No allow. No allow. No allow. No allow.	— 12-50/— — — —
Steelworker 	SWC SW1 SW2 SW3 SWCN/CP	6-48/— No allow. 5-52/— 2-52/— —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	1-47/— No allow. — 3-52/— —	No allow. 5-48/— No allow. 9-51/1-52 —	No allow. No allow. No allow. No allow. No allow.	— 12-50/— 4-51/12-51 2-51/— —
Utilities Man 	UTC UT1 UT2 UT3 UTCN/CP	4-51/— — — 11-48/— —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	— 2-51/— 7-52/— 5-52/— —	4-51/— 2-51/— 6-52/— — —	No allow. No allow. No allow. No allow. No allow.	— No allow. No allow. No allow. No allow.
Steward 	SDC SD1 SD2 SD3 TN/TA	— 8-47/5-50 3-46/8-46 11-45/6-46 7-50/1-52	11-46/— 11-43/6-47 2-38/11-42 7-44/12-45 11-45/2-50	9-48/— 8-45/6-47 2-38/1-46 5-44/5-46 2-50/7-51	— 12-41/2-50 8-45/5-47 10-45/9-47 11-45/1-51	— 9-42/10-49 8-45/2-47 9-46/2-50 1-51/3-52	9-48/— 7-49/9-50 6-48/2-50 5-45/2-48 4-51/12-51	11-38/— 8-47/7-50 5-46/4-48 10-45/5-46 7-50/1-52
Aviation Machinist's Mate 	ADC AD1 AD2 AD3 ADAN/AA	1-51/10-51 5-47/5-50 10-46/11-48 6-51/— —	1-51/10-51 7-50/10-51 12-45/3-51 — —	8-48/1-51 1-45/4-50 12-47/1-49 12-47/2-52 7-47/1-52	3-47/8-48 — 7-52/— — —	9-47/8-51 1-46/7-50 1-51/1-52 — 8-49/—	11-50/4-52 12-49/8-51 11-48/5-52 1-51/— 1-51/—	10-47/11-50 3-47/3-51 No allow. No allow. No allow.
Aviation Electronics Technician 	ATC AT1 AT2 AT3 ATAN/AA	10-51/— 9-47/3-52 — — —	9-46/— 7-50/— — — —	10-51/3-52 12-48/3-50 — — —	12-51/— 7-52/— — — —	6-49/3-52 6-47/7-49 — 7-52/— —	2-51/— 12-48/2-52 — — —	6-47/— No allow. 4-49/— No allow. No allow.
Aviation Electronicsman 	ALC AL1 AL2 AL3 ALAN/AA	No allow. 9-47/1-49 No allow. — —	7-43/5-49 3-50/— No allow. No allow. No allow.	7-43/4-49 11-46/7-50 8-47/— 3-51/— —	8-46/9-50 2-48/10-50 — — —	4-42/1-47 7-46/9-48 11-50/4-52 4-49/— —	6-48/2-51 5-50/4-52 — 9-51/— —	1-47/2-49 4-48/3-51 2-47/— 9-51/— —
Aviation Ordnanceman 	AOC AO1 AO2 AO3 AOAN/AA	4-46/1-48 10-46/4-48 4-43/5-46 3-48/11-50 —	No allow. No allow. No allow. No allow. No allow.	1-48/7-50 7-44/9-47 11-48/1-51 4-48/— 4-52/—	7-49/7-50 9-46/6-48 10-48/3-52 — —	7-44/12-47 4-47/11-47 1-47/3-48 2-50/— 1-51/—	3-50/9-50 10-48/9-49 1-52/— 3-48/— 1-51/—	9-48/10-49 7-44/5-46 7-48/5-49 10-47/5-52 —
Air Controlman 	ACC AC1 AC2 AC3 ACAN/AA	— — — — —	No allow. No allow. No allow. No allow. No allow.	— — — — —	— — — — —	— — — — —	No allow. No allow. No allow. No allow. No allow.	— — — 7-51/— —

COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
---	---	No allow.	No allow.	No allow.	No allow.	No allow.	---	MLC
---	---	No allow.	No allow.	No allow.	No allow.	No allow.	2-48/--	ML1
---	---	No allow.	No allow.	No allow.	No allow.	No allow.	---	ML2
7-48/--	---	No allow.	No allow.	No allow.	No allow.	No allow.	---	ML3
---	---	No allow.	No allow.	No allow.	No allow.	No allow.	---	MLFN/FA
---	No allow.	No allow.	12-50/--	No allow.	No allow.	No allow.	12-50/--	SVC
---	No allow.	No allow.	No allow.	No allow.	---	No allow.	1-49/--	SV1
---	No allow.	No allow.	No allow.	No allow.	---	No allow.	---	SV2
---	No allow.	---	No allow.	No allow.	---	No allow.	---	SV3
---	No allow.	---	No allow.	No allow.	---	No allow.	3-52/--	SVCN/CP
---	No allow.	No allow.	No allow.	No allow.	6-51/--	No allow.	---	CEC
---	---	No allow.	No allow.	No allow.	---	No allow.	6-52/--	CE1
---	---	---	No allow.	No allow.	---	No allow.	---	CE2
---	---	8-50/--	No allow.	No allow.	---	No allow.	---	CE3
---	---	---	No allow.	No allow.	---	No allow.	---	CECN/CP
8-50/4-52	10-50/--	6-51/--	---	No allow.	12-51/--	No allow.	10-50/--	CDC
1-50/3-51	2-51/--	2-51/--	1-48/--	No allow.	11-50/3-51	No allow.	12-50/3-51	CD1
2-52/--	4-51/--	3-50/5-52	6-52/--	No allow.	11-50/9-51	No allow.	2-52/--	CD2
---	12-50/--	12-50/--	12-50/--	No allow.	12-50/1-52	No allow.	7-52/--	CD3
5-52/7-52	11-50/--	11-50/--	---	No allow.	11-51/5-52	No allow.	5-52/6-52	CDCN/CP
1-52/--	No allow.	No allow.	---	---	2-51/--	No allow.	---	CMC
10-46/--	---	No allow.	6-42/--	---	3-51/--	No allow.	10-46/12-51	CM1
---	---	---	No allow.	---	9-47/--	No allow.	---	CM2
7-51/--	---	7-50/--	3-51/--	---	3-52/--	No allow.	7-51/--	CM3
---	---	---	---	---	---	No allow.	---	CMCN/CP
2-51/4-52	2-51/10-51	No allow.	No allow.	No allow.	3-51/6-52	No allow.	4-51/11-51	BUC
4-51/6-51	3-52/--	---	11-49/--	No allow.	6-48/3-51	No allow.	6-48/12-50	BU1
---	---	---	No allow.	No allow.	---	No allow.	---	BU2
4-52/--	4-52/--	3-52/--	No allow.	No allow.	5-52/--	No allow.	6-52/--	BU3
---	---	2-51/--	No allow.	No allow.	7-52/--	No allow.	---	BUCN/CP
11-42/11-49	11-42/5-51	No allow.	No allow.	No allow.	9-51/--	No allow.	7-47/7-48	SWC
2-51/4-52	No allow.	No allow.	No allow.	No allow.	2-51/3-51	No allow.	1-49/2-51	SW1
12-51/6-52	---	No allow.	No allow.	No allow.	4-51/11-51	No allow.	4-51/6-51	SW2
11-51/--	No allow.	11-51/--	No allow.	No allow.	2-51/1-52	No allow.	12-51/4-52	SW3
1-51/--	No allow.	---	No allow.	No allow.	---	No allow.	1-51/--	SWCN/CP
---	8-52/--	No allow.	No allow.	No allow.	8-52/--	No allow.	4-51/--	UTC
4-52/--	No allow.	No allow.	---	No allow.	2-51/--	No allow.	2-51/--	UT1
6-51/--	9-48/--	No allow.	No allow.	No allow.	6-52/--	No allow.	7-52/--	UT2
4-52/--	---	---	No allow.	No allow.	---	No allow.	4-52/--	UT3
---	---	---	No allow.	No allow.	---	No allow.	---	UTCN/CP
11-38/6-48	1-46/5-51	---	11-46/--	---	11-38/--	---	11-46/--	SDC
10-42/1-45	6-39/4-46	6-40/1-50	5-50/10-50	10-50/--	10-49/8-50	10-46/--	8-45/11-49	SD1
3-41/9-44	3-41/11-45	5-46/12-49	4-45/6-48	12-47/--	8-45/2-50	---	8-45/5-46	SD2
11-44/9-45	10-44/1-45	11-44/5-46	10-45/5-46	9-48/8-49	5-45/5-46	8-46/1-51	5-44/4-46	SD3
3-50/3-52	3-50/5-52	9-45/--	8-50/4-52	---	8-51/12-51	---	7-49/12-51	TN/TA
9-48/3-51	7-50/2-52	11-43/12-46	12-51/--	1-52/--	10-47/7-50	1-51/4-52	3-51/4-52	ADC
4-48/9-51	9-44/6-50	8-45/2-48	10-50/7-52	4-48/12-51	3-47/6-50	4-50/10-51	5-52/--	AD1
2-47/12-51	2-47/10-49	9-41/1-49	6-50/7-52	7-50/8-52	11-48/8-49	1-51/--	2-49/12-51	AD2
10-48/3-52	10-48/--	10-48/1-51	10-48/--	---	1-51/12-51	2-49/--	10-48/--	AD3
---	---	10-48/--	---	---	1-51/5-52	---	1-51/--	ADAN/AA
---	9-48/10-50	7-48/11-48	---	---	6-47/2-52	---	---	ATC
1-42/3-49	7-50/4-51	12-48/4-50	7-50/11-51	---	12-48/7-49	5-52/--	2-49/--	AT1
---	---	---	---	---	---	---	4-49/--	AT2
---	---	3-49/--	---	---	9-50/--	---	---	AT3
---	---	---	---	---	---	---	---	ATAN/AA
12-47/9-49	10-42/1-47	No allow.	7-46/7-48	8-51/--	No allow.	5-47/3-51	4-42/4-49	ALC
9-47/6-49	8-43/6-49	6-44/6-50	11-46/6-49	6-49/--	7-46/9-48	10-49/--	6-49/8-50	AL1
8-48/--	8-44/--	12-48/--	11-50/--	---	No allow.	---	11-50/--	AL2
1-52/--	9-48/--	---	---	---	9-51/--	---	---	AL3
5-51/--	12-47/--	12-47/--	---	---	---	---	---	ALAN/AA
2-48/1-49	3-49/10-49	9-41/4-48	6-50/12-51	6-50/--	5-47/9-48	2-51/--	4-51/8-51	AOC
8-45/6-48	5-48/2-49	10-45/8-48	10-49/6-50	No allow.	11-44/8-47	7-48/3-51	10-48/8-49	AO1
6-46/2-52	12-48/3-49	2-48/--	8-47/4-52	No allow.	3-48/10-48	10-48/--	8-47/2-50	AO2
10-47/--	1-49/--	3-51/--	---	---	10-47/2-50	4-48/--	10-47/--	AO3
---	7-51/--	---	---	---	1-51/--	---	1-51/--	AOAN/AA
1-51/--	---	---	---	No allow.	---	---	---	ACC
---	9-51/--	9-51/--	---	---	---	---	12-52/--	AC1
---	4-52/--	8-51/--	9-51/--	---	7-51/--	---	---	AC2
---	---	---	---	---	---	---	---	AC3
---	---	---	---	---	---	---	---	ACAN/AA

BuPers Shore Duty Eligibility List (cont.)

	RATE	COM-1	COM-3	COM-4	COM-5	COM-6	COM-8	COM-9
Aviation Boatswain's Mate 	ABC AB1 AB2 AB3 ABAN/AA	2-51/- - 3-47/5-50 9-48/- - 4-48/11-50 - - - -	- - - - No allow. 9-49/- - No allow. No allow.	1-51/9-51 10-48/12-49 9-48/6-51 1-52/- - - - - -	10-51/- - 4-44/9-51 - - - - - - - - - - - -	10-45/3-52 4-44/12-49 1-51/- - 11-47/- - - - - -	No allow. No allow. No allow. No allow. No allow.	1-51/- - 12-46/10-48 No allow. No allow. No allow.
Aviation Electrician's Mate 	AEC AE1 AE2 AE3 AEAN/AA	7-46/- - 7-49/1-51 9-48/- - 11-47/- - 12-51/- -	No allow. No allow. No allow. No allow. No allow.	4-49/7-50 12-48/9-51 9-45/- - 4-48/- - - - - -	- - - - 1-52/- - - - - - - - - - - - - -	4-52/- - 10-47/7-51 9-48/6-50 - - - - - - - -	- - - - 4-52/- - - - - - - - - - - - - -	- - - - No allow. No allow. No allow. No allow.
Aviation Structural Mechanic 	AMC AM1 AM2 AM3 AMAN/AA	6-51/- - 9-51/10-51 7-49/- - 11-51/- - - - - -	- - - - 1-45/6-52 1-50/- - No allow. No allow.	4-52/- - 6-49/8-51 3-52/- - - - - - - - - -	5-47/6-51 3-52/- - - - - - - - - - - - - -	1-50/2-52 3-48/3-51 1-50/- - - - - - - - - -	3-52/- - 3-48/- - - - - - - - - - - - - -	7-49/4-52 No allow. No allow. 2-52/- - 5-52/- -
Parachute Rigger 	PRC PR1 PR2 PR3 PRAN/AA	6-43/- - 7-51/- - - - - - - - - - - - - -	No allow. No allow. No allow. No allow. No allow.	- - - - 2-48/3-51 - - - - 3-48/- - - - - -	- - - - - - - - - - - - - - - - - - - -	2-50/2-52 - - - - - - - - - - - - - - - -	No allow. No allow. No allow. No allow. No allow.	- - - - No allow. No allow. No allow. No allow.
Aviation Storekeeper 	AKC AK1 AK2 AK3 AKAN/AA	- - - - 2-52/- - - - - - - - - - - - - -	6-52/- - 8-51/- - 6-47/- - 4-52/- - - - - -	6-52/- - 1-52/- - - - - - 4-52/- - - - - -	- - - - - - - - - - - - 1-51/- - - - - -	11-49/2-52 - - - - 8-52/- - - - - - - - - -	- - - - - - - - 8-52/- - - - - - - - - -	2-52/- - No allow. No allow. No allow. No allow.
Photographer's Mate 	PHC PH1 PH2 PH3 PHAN/AA	7-49/- - 3-51/- - 8-51/- - 2-51/- - - - - -	- - - - 9-48/7-51 6-50/- - - - - - - - - -	- - - - 9-48/- - - - - - - - - - - - - -	1-52/- - - - - - - - - - - - - - - - - -	- - - - 4-50/12-51 - - - - - - - - - - - -	8-48/10-50 - - - - 8-51/- - - - - - - - - -	10-48/12-51 6-49/- - 10-49/- - - - - - - - - -
Airman 	AN/AA	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personal interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs
No. 40—Modifies one provision of an earlier directive, Alnav 8 of 1954, so that Naval Reserve officers in the grades of lieutenant and below on active duty who had a release-from-active-duty date during fiscal 1955, may, if they wish, extend their period of service further without the necessity of an active duty agreement. Alnav 8 had stated that no further extension requests were being honored.

No. 41—Concerns the current pro-

gram to release Regular Navy and Naval Reserve personnel from active duty one or two months early. This directive provides that a person who wants to wait out his full enlistment or obligated service period is free to do so.

No. 42—Announces the death of Curtis D. Wilbur, former Secretary of the Navy (from 1924 to 1929).

No. 43—Changed the date of the All-Navy Talent Contest final competition in September.

No. 44—Announces the convening of selection boards to choose Staff Corps officers of the Regular Navy and Naval Reserve on active duty for promotion to the grades of captain and commander.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 9.

- (b) Indicate wind velocity.
- (c) Anemometer.
- (a) The Neptune, this model being the P2V-6B.
- (b) Smokeless JATO, a new refinement of the well-known jet assisted take-off rockets used to boost planes off the ground.
- (c) USS Missouri.
- (c) USS New Jersey, USS Iowa and USS Wisconsin.

No. 45—Announces the convening of a selection board to choose male line and Nurse Corps officers of the Regular Navy and Naval Reserve on active duty for promotion to the grade of lieutenant commander.

No. 46—Announces the selection of 22 officers of the Marine Corps for temporary promotion to colonel.

No. 47—Announces the selection of 1807 line officers of the Regular Navy and Naval Reserve for temporary promotion to commander.

No. 48—Requested applications from qualified enlisted personnel for the NROTC program.

BuPers Instructions

No. 1050.2A—Provides instructions for transfer to Guam or the Philippines for reassignment or leave of enlisted personnel of those extractions.

No. 1120.8A—Summarizes eligibility requirements from qualified enlisted men on active duty for appointment to the grades of ensign or lieutenant (junior grade), 2300, in the Optometry, Pharmacy and Medical Allied Sciences sections of the Medical Service Corps of the Regular Navy.

No. 1120.10A—Revises the regulations permitting the appointment

COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	ANYWHERE U. S.	RATE
1-51/9-51	5-48/4-51	No allow.	5-51/-	1-52/-	10-45/10-51	- - - -	4-51/10-51	ABC
5-43/8-48	5-43/6-49	5-47/12-50	5-49/5-51	No allow.	4-44/10-48	7-50/1-52	5-43/9-49	AB1
3-52/-	- - - -	No allow.	- - - -	- - - -	11-47/11-50	11-51/-	3-52/-	AB2
1-50/-	9-47/2-51	No allow.	10-51/-	- - - -	11-47/8-51	- - - -	4-48/8-51	AB3
- - - -	2-46/-	No allow.	- - - -	- - - -	- - - -	- - - -	- - - -	ABAN/AA
1-52/4-52	12-49/9-51	No allow.	- - - -	- - - -	1-52/-	4-49/-	- - - -	AEC
4-52/-	7-49/2-51	1-51/-	12-51/-	12-51/-	8-47/4-49	7-52/-	2-52/7-52	AE1
- - - -	- - - -	No allow.	- - - -	- - - -	9-48/-	12-50/-	- - - -	AE2
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	AE3
8-51/-	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	AEAN/AA
1-50/-	- - - -	No allow.	- - - -	- - - -	7-49/2-52	4-52/-	3-52/-	AMC
11-47/10-51	9-48/1-52	8-47/9-50	7-51/-	10-48/-	6-47/7-48	1-45/-	2-52/-	AM1
12-50/1-52	7-52/-	9-48/7-52	4-48/-	4-48/-	8-49/-	- - - -	- - - -	AM2
- - - -	- - - -	12-48/-	- - - -	- - - -	2-52/-	- - - -	- - - -	AM3
- - - -	- - - -	- - - -	- - - -	- - - -	5-52/-	- - - -	- - - -	AMAN/AA
1-45/5-49	9-48/9-50	No allow.	9-51/-	No allow.	1-45/2-50	6-50/9-51	1-51/9-51	PRC
- - - -	9-50/-	No allow.	- - - -	- - - -	5-43/-	No allow.	- - - -	PR1
- - - -	3-52/-	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	PR2
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	PR3
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	PRAN/AA
3-52/-	4-52/-	2-52/-	- - - -	- - - -	2-52/-	- - - -	- - - -	AKC
1-51/-	9-46/2-50	4-49/5-52	1-52/-	- - - -	6-43/3-48	8-51/-	3-51/6-52	AK1
- - - -	10-46/-	- - - -	- - - -	- - - -	1-52/-	- - - -	- - - -	AK2
- - - -	8-49/-	10-51/-	- - - -	- - - -	- - - -	- - - -	8-52/-	AK3
- - - -	- - - -	- - - -	- - - -	2-51/-	- - - -	- - - -	- - - -	AKAN/AA
2-50/-	12-51/-	9-51/-	- - - -	- - - -	2-51/12-51	9-48/-	1-52/-	PHC
6-50/-	2-49/-	No allow.	- - - -	- - - -	6-49/-	- - - -	6-49/-	PH1
- - - -	- - - -	No allow.	- - - -	- - - -	10-49/-	- - - -	- - - -	PH2
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	PH3
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	PHAN/AA
- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	AN/AA

of qualified enlisted Naval Reservists on active duty as officers in the Administration and Supply section of the Medical Service Corps of the Naval Reserve.

No. 1120.18A—Gives the latest summary of all qualifications required of enlisted men or warrant officers who seek a Limited Duty Officer appointment and outlines career information such as LDO assignments, promotions and retirement provisions.

No. 1130.4A—Contains the latest information on how Naval Reserve personnel on active duty can enlist or reenlist and transfer to the Regular Navy.

No. 1306.20B—Gives the latest summary of important provisions of the Navy's sea-shore rotation program for enlisted personnel.

No. 1321.2A—Gives a complete rundown on procedures for issuing temporary active duty orders (TAD) involving travel of officers and midshipmen, including a current list of commands authorized to issue them.

No. 1331.1A—Requests applications for duty with the Armed Forces Special Weapons Project from qualified line officers.

No. 1418.7A—Brings up to date

the eligibility requirements for participation in the servicewide examination for advancement in rating, setting forth the permanent schedule of exam dates and assigning responsibility for administering the tests.

No. 1430.7A—Summarizes the system for normal advancement in rating and sets forth conditions under which commanding officers may advance their personnel.

Why Didn't I Get Shore Duty as Fast as Joe Doaks?

Do you wonder why some men get shore duty after as little as 18 months at sea while others must spend four to eight years at sea before going ashore?

Well, here's an example of what would happen if the ideal situation existed and men in all rates had two years of shore duty for each two years of sea duty: The Navy would have destroyers for example, unable to get underway for lack of engineering personnel—but with 15 or 20 HMs to administer to the sick.

In other words, the needs of the service are the basic consideration in making assignments to shore duty. The number of personnel who

No. 1745.4—Directs commanding officers of activities operating Navy Exchanges to forward with each month's financial account an average on-board count.

No. 1746.1—States that the policy of BuPers is that operating expenses of Commissioned Officers' Messes (Open) shall be paid out of service charges rather than through dues or assessments.

can be ordered ashore and the frequency with which they can be ordered are determined by one factor—the ratio of billets ashore to those at sea.

The law of supply and demand controls the particular rating groups required ashore. For example, there would obviously be a demand for many more HMs ashore (primarily because of the many hospitals to be staffed) than there would be for BTs and MM's. Conversely, there is a greater requirement at sea for BTs and MM's than there is for HMs.

The result, of course, is the more rapid rotation to shore duty in the case of HMs.

BOOKS: LOTS OF GOOD, NEW VOLUMES HEADED FOR NAVY LIBRARIES

SAILORS WILL FIND many good volumes of both fact and fiction on the shelves of their ship and station libraries this fall. Here are some of the latest chosen by the BuPers library staff:

- *The Magnificent Mitscher*, by LT Theodore Taylor, USNR; W. W. Norton and Company.

The late Admiral Marc A. Mitscher, USN, one of the pioneers in naval aviation, has become a legendary figure in the minds of many Navy men and the general public.

"Pete" Mitscher early established a reputation for being a rugged fighter, an outstanding leader. His methods were sometimes unorthodox but they usually accomplished the mission at hand and won respect and admiration for this slightly-built man who "bilged out" of the Naval Academy, obtained a re-appointment and went on to earn his gold bars, pilot's

wings and, ultimately, the four silver stars of an admiral.

Mitscher's long career included participation in the first attempt to fly the Atlantic, a lengthy and dogged fight to strengthen the Navy's air arm, and the command of the famed carrier Task Force 58 in World War II. Two years before his death, Mitscher was offered the most coveted of Navy billets—that of Chief of Naval Operations—but refused.

This volume, written with the author's customary light touch, spans Mitscher's career from his Academy days through World War II and his last assignment—that of CinCLant. There are many interesting sidelights and a number of vignettes of other personalities to add to the enjoyment of this book—written about a Navyman, by a Navyman, and dedicated "to the officers and men of the USS Mitscher."

★ ★ ★

- *Sicily-Salerno-Anzio*, by RADM Samuel Eliot Morison, USNR; Little, Brown and Company.

This is the ninth volume of the History of Naval Operations in World War II. The present book covers operations in the Mediterranean from June 1943 to June 1944, starting with the strategy involved, the planning and training for the campaign in Sicily, the ultimate conquest of Sicily and its evacuation. Operation Avalanche—the campaign for Salerno—is dealt with fully as is the assault on Anzio-Nettuno.

Morison describes in detail the operations taken by the Navy—carefully relating them to the operations of other branches of the Armed Forces and our Allies. Utilizing German and Italian records as well as our own, Morison has tried to present a complete and balanced picture of the complex operations.

★ ★ ★

- *Abraham Lincoln*, by Carl Sandburg; Harcourt, Brace and Company.

Carl Sandburg has spent much of his lifetime studying the life and times of our Civil War President. This volume, subtitled "The Prairie Years and The War Years," is a distillation of the monumental six-volume biography published a number of years ago.

This is not merely a rewrite or a condensation, however, for Sandburg has made many revisions and additions based on material that has come to light in recent years.

There have been many biographies of Lincoln, but to many readers, none has approached Sandburg's in making Lincoln "come alive."

★ ★ ★

- *Irregulars, Partisans, Guerrillas*, edited by Irwin R. Blacker; Simon and Schuster, Inc.

This is a collection of firsthand accounts of "irregular" warfare operations. The narratives are tied together neatly by short introductions, placing the stories in time and circumstance.

The reader will learn about Morgan's march on Panama, partisans against Napoleon in Russia, Ranger Mosby's kind of fighting during the Civil War, Jan Smuts during the Boer War, Commandos in Norway, and so on down the line through Pacific actions in World War II and conflicts in Palestine.

The editor, in choosing his subjects, used these criteria: are the stories "good stories—interesting, exciting, honest? Do they show fresh and different phases of guerrilla warfare?" In achieving his aim, Blacker has presented a wide variety of yarns, all calculated to hold your interest and add to your knowledge of this unorthodox, though tremendously effective mode of warfare.

★ ★ ★

- *High Water*, by Richard Bissell; Little, Brown and Company.

Here's a rollicking yarn about a cruise up the Mississippi River in the *Royal Prince*, an old diesel tugboat.

The story is told by Duke Snyder, first mate of the tug, as the vessel makes its way from St. Louis to St. Paul carrying a record eight loads of coal during the spring flood season.

A drowning, the sinking of a barge, the rescue of Marie Chouteau and numerous other incidents are taken quite in stride by the crew. But troubles for Snyder, Ironhat, Grease Ball, the Kid and the rest of the gang really come to a head when *Royal Prince's* steering conks out.

Sharp humor and snappy dialogue are the rule throughout the volume. Sailors are bound to get a kick out of this one, by the author of *7% Cents*, now playing on Broadway as *The Pajama Game*.

SONGS OF THE SEA



Speeding Before the Gale

Our good ship speeds before the gale,
The land is lessening to our view;
All hands are piped, spread every sail,
We're bounding o'er the waters blue!
We're bounding o'er the waters blue.
With wistful eyes we landward gaze
To all we love we bid farewell;
And in the sunset's dying rays,
We hear afar the curfew bell, the curfew bell,
And hark! it is the Pilot's cry,
"God speed! God speed! Good-bye!
Good-bye!

—Old Naval Song

ALL HANDS
BOOK SUPPLEMENT

Seaman Recruit: 1844

There were no 'Boot Camps' in the old days and apprentice salts got their sea legs on the rolling, slippery weather deck of the ship itself. What's more, when a sailor's clothes wore out he didn't buy new ones—he made 'em!

From *Man-of-War Life, A Boy's Experience in the United States Navy*; by Charles Nordhoff, New York, Dodd, Mead and Co.; copyright 1894.

Signing up in the U. S. Navy and putting to sea for a first bitch is still somewhat of a heart-wrenching as well as an exciting matter for a young recruit of today; a century ago it was like jumping into ice cold water.

For a 14-year old like the author of this tale who desired to ship on as a "boy" on a man o' war it was a series of strange faces, unfamiliar surroundings, odd-tasting chow, unsympathetic and salt-soaked companions, peremptory orders, the smell of salt in the air and oakum in the deck, a hammock instead of a good, solid bed.

In this tale of the rope-and-canvas Navy of the 1840s, one such youth, Charles Nordhoff, captures the sight and smell of these old queens of the sea. This story describes those first days—from the time he signed on the dotted line to the day the vessel sets sail

for what was to be a three-year voyage to the Orient and around the world.

Although young Nordhoff scarcely realized it, the cruise was to be an important one for America. In consequence, Commodore James Biddle, USN, was to make an important contribution toward gaining acceptance of commercial trade in the Far East, and pave the way for Commodore Matthew Perry, USN, to "open" Japan to world trade eight years later.

The scene opens in the recruiting office.

THE ARTICLES OF AGREEMENT were read over to me by the Shipping Officer in a monotonous drawl; and I was asked, if I, of my own free will, did propose to sign them—a question which, in my ignorance, I considered highly superfluous, seeing that I had been at so much pains to obtain the chance so to do.

At the tinkling of a small bell, I was requested





to walk into an adjoining room, where a naval doctor examined into the stoutness of my frame and lungs, and the general soundness of my constitution. A report, in lead pencil, of the result was placed in my hands, which I rendered up to the man of the drawl, who expressed his satisfaction thereat; and in conclusion; asking me if I was fully aware of all the responsibilities I was about to take upon myself, and would swear to submit to the rules and regulations laid down for the government of the seamen in the United States Navy—questions which I did not presume to answer—told me to “touch the pen,” while he very ingeniously wrote my name for me—a matter that I could have performed much more satisfactorily and legibly myself—and then said to me, with an expression of intense relief depicted in his countenance:

“NOW YOU BELONG TO UNCLE SAM.”

I was thereupon asked when I would go on board; answered, “immediately;” received a paper certifying that I, Charles Nordhoff, was shipped on that day, as first-class boy, for general service in the Navy of the United States; was placed under the care of a slopseller, who, looking at me twice, picked me out a small bag of clothing; was then placed, together with the bag of clothing and a bundle of straw, in a furniture-car, which drove down to the Navy Yard; and in less than half an hour found myself on board the U. S. Receiving Ship *Experiment*, lying off the Navy Yard, Philadelphia.

The whole matter was so quickly over, and I was so fearful of some outside interference to defeat my plans, that I did not take time even to give up my situation, or to bid good-bye to my employers, my friends in the office or even to the kind people at whose house I had found a home during my stay in Philadelphia.

As soon, however, as I collected my scattered senses sufficiently to be able to think, I wrote on shore, explaining my movements, and the reasons for my haste.

This was in March, 1844. Arriving on board the *Experiment*, I was first presented to the officer of the deck, to whom I made a polite bow, receiving in return

USS COLUMBUS made round-the-world cruise in 1840s, was first U.S. ship-of-the-line to circumnavigate globe.



an outrageous grin; then taken below by the master-at-arms, who turned the contents of my clothes-bag out on deck, kicked them over with his foot, pronounced them “all right,” and bade me put them in again; showed me where to put the bag, where to put away my bedding—the straw sack before mentioned—and finally showed to me the limits within which I was expected to confine myself.

Here I must explain the mode of “fitting out” green hands when they ship in the United States Navy.

EACH NON-COMMISSIONED officer, seaman, landsman, or boy receives, on entering service, a sum of money amounting to three months’ pay of such individual. This sum is designed to defray the expenses of a regular outfit of uniform clothing, bedding, etc., which, by the Navy regulations, each man is compelled to have.

The old man-o-war’s men, who “have learnt a thing or two,” generally take this advance-money into their own possession, and with it procure the necessary articles. Green hands, whether men or boys, being unable to fit themselves out, are generally taken in hand by certain speculators in slop-clothing, who loaf about the rendezvous, and furnish him, in exchange for his three months’ pay, with the articles of clothing enumerated in the Navy regulations.

To see that all is done fair and aboveboard, it is provided that the master-at-arms shall, on the rendering on board of the recruit, examine his clothing to see that the requisite number of pieces is there. So far, so good; but unfortunately for poor “greeny,” the quality of the clothing is not made matter of regulation. The consequence of this is, that the slop-seller, while furnishing faithfully the number, made too in the fashion required, provides it of stuff which, it is safe to say, can not be found any where else than in the establishments of these thieving outfitters.

I WAS SHIPPED as first-class boy, at wage of eight dollars per month. Three months’ pay would, therefore, be twenty-four dollars. In return for this the Navy regulations required me to become the possessor of the following mentioned articles of clothing, to wit:

“One blue cloth mustering jacket, one pair blue cloth mustering trowsers, two white duck frocks (called shirts on shore) with blue collars, two pair white duck trowsers, two blue flannel shirts, one pea-jacket (overcoat), two pair cotton socks; two pair woolen socks, one pair pumps, one pair shoes, one black tarpaulin hat, one mattress and mattress cover, two blankets, one pot, pan, spoon, and knife, and one clothes-bag.”

It is a matter of curiosity as well as a striking instance of these successful pursuit of dollars, under difficulties, to see how faithfully this list could be copied, without, in one item of them all, coming up to the evident intention of those who made it the standard.

For instance, the blue cloth jacket and trowsers, which are only for mustering in on special occasions, are supposed to be made of very fine blue cloth. Those with which I was furnished by my friend, were made of a species of rusty-looking serge, of which an old salt gave me a most faithful description, when he said it was “made of dogs’ hair and oakum, and cost three pence an armful,” and added, “one might take a bulldog by the neck and heels and fling him between any two threads of it.”

The white duck frocks and trowsers were made of yellow bagging, which, so coarse was its texture, would

ALL HANDS

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scarcely hold peas; and which was warranted not to last beyond the first washing.

Instead of the "neat" black silk neckerchief and shining pumps, articles of dress in the excellence of which a true man-o'-war's man greatly delights, the recruits are furnished a rusty bamboo rag, and shoes made of varnished brown paper, which vanish before the damp salt air as mist before a bright sun.

And in place of the neat tarpaulin, hard as a brick, and almost as heavy, smooth and glossy, as though made of glass, the crowning glory of a man-o'-war's man's costume, was a miserable featherweight of lacquered straw, which imparted to the countenance beneath it a look of indescribable, almost unfathomable greenness, instead of that knowing, confident air peculiar to an old salt.

To complete the list, came the mattress, a coarse sack, loosely stuffed with a mixture of straw, shavings, and old rags—and the blankets, which would not serve as riddles for peas.

AT THE TIME OF MY FIRST ARRIVAL on board, I made my way "forward," where I found assembled, some standing, some sitting, some lying down, one reading, several sewing, and the balance either spinning yarns or asleep, about two dozen regular old tars.

My diffidence did not permit me to intrude myself upon their august presence, and I, therefore took a seat on a shot-box, at a little distance from the group. Presently one of the most sober of them approached me.

"Well, boy, they shipped you, did they?"

"Yes, sir," I answered.

"You'd better have gone and hung yourself first," growled out one of the others.

"Leave the boy alone, will you," retorted the one who had spoken first; "don't frighten him to death. Don't you see he's as green as grass? Who got you to ship, my lad?"

"Nobody; I wanted to be a sailor."

"Oh," he said with a look of great enlightenment; "well, you've come to rather an out-of-the-way place to learn sailiorship, to be sure."

After some further conversation, in which my personal appearance, as well as my desire to become a sailor, were pretty freely criticised and commented upon, my friend, the master-at-arms, placed in my hands an oblong strip of stout canvas, having a number of strings tied to each end, and informed me that this was my hammock, in which I was to sleep.

I had read of sailors sleeping in hammocks, but had before this no proper or definite idea of what might be the shape of that most necessary article. As I was holding it in my hands, with a rather puzzled air, the sailor who had first spoken to me, took me in charge to enlighten me as to the manner of its use.

WE PROCEEDED TO THE LOWER DECK, where I was shown a number of hooks set into beams and carlings overhead. The little strings before mentioned—*clews* they are called—I now found, were used to suspend the hammock between two of these hooks, thus making a swinging bedstead, at an altitude of about four feet from the deck or floor. Into this bedstead were now placed my rag-and-shaving mattress and dog's hair blankets, and the affair was pronounced ready.

"But," said I "it swings." I was ashamed to confess that I was afraid to fall out of so unsteady a resting-place.

"Now let us see if you can jump in," was his only reply.

A matchtub was brought for me to stand upon, in order that I might be able to reach my hands to the hooks overhead; then I was told to catch hold with my hands of two of the hooks, give my body a swing, and alight in the hammock. One of the sailors went through the performance, in order, as he said, to satisfy me that it was "as easy as eating soft tack and butter;" and then all stood clear for me.

I made all due preparation, held my breath tightly, gave my lower extremities a hoist, but touching the side of the hammock slightly as I rose in the air, it slipped from under me, and I launched, clear over, and landed on deck, on the other side of it, with a thump, that made all hands grin.

"Try again," was the word, and the next time, with the help of a lift from one of the men, I succeeded in placing myself fairly in my bed. Here I soon found that it was not a difficult matter to keep from falling out. I was next shown how to tie or "lash" it up and where to put it.

IT WAS NOW SUPPER-TIME, and the cook called "come and get your tea." I got my pot, pan and spoon, as the rest did, and proceeded to the "galley," or cooking range, where each individual was served with a quart of tea, ready sweetened, with which we betook ourselves to the "mess," a place on the lower deck, where, in a "mess chest," are kept the bread and meat, and whatever else may constitute the daily allowance of food.

Here the individual who was the acting "cook of the mess," had set our supper out on a "mess cloth" on deck. It consisted of a sea-bread, raw salt pork, cold boiled potatoes, and vinegar.

We gathered around the cloth, each one bringing his tea, and a seat, although some squatted right down on deck. When all was arranged, an old salt said, "well boys, here's every one for himself, and the d—l for us all—Jack, pass the pork."

I was not a forward boy, and therefore waited patiently for my share until the rest were helped. One of the sailors seeing this, cut me a large slice of fat salt pork, gave it a dip in the vinegar pan, and laying it on a cake of bread, handed it to me saying, "eat hearty, my lad, and give the ship a good name."

I was quite willing to do so, but at sight of the raw meat which was being consumed on all sides of me, my appetite failed me, and I was content to eat a little bread and tea, and look on at the performance of the rest. I soon learned, however, to like sailors' *prog*, especially as I was given to understand that this was necessary in order to become a thorough sailor myself.

It will be necessary here to give a short description of my new home. Receiving ships, such as the one on board which I now was, are old vessels, dismantled of their guns, and laid up, in the larger seaports, to be





used as temporary places of deposit for sailors whose ultimate destination is some vessel just being fitted for sea, and not yet ready to receive her crew.

When a vessel of war returns home from a completed cruise, her crew is discharged, and the vessel placed under the hands of Navy Yard men, and by them dismantled, and laid up in ordinary, in the Navy Yard. When she is again ordered for service, she is fitted out at the Navy Yard, and not until ready to receive her stores of ammunition, provisions, etc., does her own future crew go on board. Thus it becomes necessary to have "receiving vessels," on board which the newly shipped hands may be kept until the vessel for which they are intended is ready for their reception.

LIFE ON BOARD A RECEIVING SHIP is monotonous. All hands are called up at daybreak, the decks washed, and then breakfast is had. At eight o'clock all hands are mustered, and the roll called to see that all are present, and this finishes the day's labor. The balance of the time is devoted to talking, reading, singing, sewing, or gazing at the shore, and casting retrospective glances at the pleasures there enjoyed.

When once on board the receiving vessel, a return on shore is almost impossible, and a "guardo," as one of these vessels is called by the sailors, is therefore much like a prison.

Our number, on board the *Experiment*, was gradually increased by additions from on shore, until at the end of four weeks it reached seventy.

On the last day of April, it was found there was a sufficient number of men gathered together to make up a draft for New York. We were accordingly mustered and counted off, to get ready for leaving. Bags and hammocks were securely tied and lashed; we dressed ourselves in our best bib and tucker, and then went aboard of the steamer, which had come alongside to take us off. We started off in very tolerable style, an old fifer playing, as we left the town, "The girl I left behind me." Taking the cars at Camden, we again changed to a steamboat, at Amboy.



Arriving at New York, we were transferred at once on board the vessel for which we were destined, the *Columbus*, a seventy-four gun ship, which was then lying off the Navy Yard, taking in stores, and preparing for sea. Here a new scene of wonder was opened to me.

I had often, while at Philadelphia, boarded the large merchant vessels lying at the wharves, and had cause for surprise at the massive strength and solidity of all things about them, but here I found everything on so much greater a scale as to make all I had seen before dwindle down to Lilliputian dimensions.

THE HEIGHT FROM WATER'S EDGE to the top of the railing or bulwark, a distance of about 35 feet, gave me at once an idea of the vastness of the entire structure, which an examination of the details confirmed, and which my mind had never conceived of. Used to the sight of nothing larger or more solid than the steamboats which plough the waters of the Ohio and Mississippi, I had roamed with surprised astonishment over the larger class of vessels which came to Philadelphia.

But here was a vessel which eclipsed those in vastness of structure as far as they were beyond the little schooner boats which dot the Delaware. I stood on deck and looked about me. Forward and aft stretched a long line of guns; amidship were placed two launches, boats capable each of carrying the loading of a moderate sized schooner, and containing at sea, four other boats, laid one within the other.

Looking down the hatchway, I saw a long line of ladders, communicating with tier after tier of deck, until the lowest was lost in a darkness never illumined by the light of day. And overhead, the tapering masts seemed to lose themselves in the clouds, and the wilderness of rigging which supported them to be an endless and undistinguishably confused mass of ropes.

But there was no time for surprise. "Come look alive there, don't go to sleep," shouted in my ear by a coarse voice, startled me out of my propriety nearly, and interrupted the strain of wonderment in which I had become lost.

"Were you speaking to me, sir?" said I, politely and timidly, making a respectful bow at the same time, to a burly, doublefisted sailor, from whom the coarse voice seemed to have issued.

A shout of laughter from all within hearing greeted this green sally of mine, amidst which I hastily made my descent to a lower deck.

HERE NEW SCENES AWAITED my eyes and ears. But there was no time to be astonished. Everybody was busy. Men running hither and thither with loads of rigging. Officers, in uniform of blue and gold, shouting orders through tin speaking-trumpets; the cheering sound of the boatswain's mates' pipes, and the regular tramp of the hundreds strung along, on deck, at the tackle falls, hoisting provisions; all united, made a scene of noise and confusion in which it was impossible to stand still, or to think, and I soon found it necessary to get some employment myself, in order to avoid being knocked down and run over, in the rush of the many conflicting crowds.

I therefore joined a division of about a hundred, who were hoisting in barrels of beef and pork on deck, from a lighter alongside. We had hold of one end of a rope, the other end of which being made fast to a dozen barrels of provisions, the boatswain's shrill whistle piped "go ahead," and we walked off with the fall, to the merry notes of a fife. Landing the beef on

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deck, the barrels were there coopered, and then consigned by another set of men to their resting-place in the hold.

A MAN-OF-WAR is supposed to have, when ready for sea, six months' supply of provisions and water, together with a sufficient quantity of powder and shot, spare clothing, sails, and rigging, to last the cruise of three years.

To take in these supplies, and complete the fitting of various portions of the rigging, for sea, was the work now on hand, and at this we were kept early and late, rain or shine. All hands were called up at four o'clock A.M., and the work continued from that hour until six P.M., with intermission only for breakfast and dinner.

Not used to this kind of a life, the first wet weather completed what previous exposure had laid the foundation for, and I woke up one morning gasping for breath, and scarcely able to stir. I managed to tumble out of my hammock on to the deck, but could not lash it up.

The "hurry up, hurry up, there" of the cross old boat-swain's mate, although filling me with terror, was left unheeded, while I crawled between two guns, and laid myself down, crying and moaning with pain.

Nearly all the hammocks were on deck, and mine not yet lashed up, when a kind old sailor, passing that way, heard me crying, and approached. He quickly saw what was the matter, and taking me up in his arms, like one would a baby, carried me into the "sick bay," the place set apart on shipboard for the sick. Returning directly with my hammock, he hung that up, lifted me into it, and bidding me not to cry, but be of good cheer, hurried off to his work.

I lay there quite unnoticed until nine o'clock, when the doctor made his regular round; after an examination of the symptoms, my disease was pronounced to be a violent pleurisy.

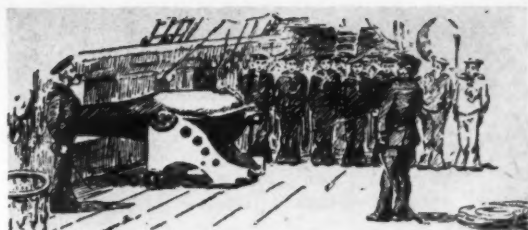
TO BE SICK ON BOARD SHIP seems to be the very height of earthly misery. The sick room on shore, surrounded as it is by every comfort, by all the appliances invented by art or suggested by love, which can make the sufferer's lot more bearable, waited on by sympathizing friends, watched with anxious and loving care, is yet far from desirable.

But to be bedridden on ship board is a horrible fate. Cooped up with dozens of others in a narrow space on one of the lower decks, reeking with all the odors peculiar to sick-rooms and ship's holds, annoyed constantly by the fretful complaint, the dull moan of pain, or the hollow cough, half stifled perhaps by the feverish gasping of a neighbor, whose close proximity makes it impossible for one to get a breath of fresh air, the invalid lies in his cot, hour after hour and day after day, thinking and thinking, until his brain is bewildered and his soul grows weary and faint.

At stated intervals, a steward or loblolly boy makes the round of all the hammocks and cots, and supplies the wants of the sick.

Twice a day, once at nine o'clock, A.M., and again at four, P.M., the dull monotony is invaded by the doctor's visit. At dark, or in bad weather, the portholes are closed, thus shutting out the last remnant of fresh air, and a dingy lantern, hung to the beams, sheds a faint light around its immediate proximity by which the utter darkness of the outskirts is only made more clearly tangible.

And there the sick man lies, his cot swinging with the motion of the vessel, the bilgewater rushing across



the deck, the timbers creaking and groaning in concert with the moan of pain, until after an almost interminable night the bustle and noise overhead announce the advent of another day of misery. Really, it is surprising that any one recovers in a "sick bay." For my own part, as soon as I was once able to walk on deck, the doctor's steward saw my face no more.

On the 4th of June we finally hoisted sail and steered through the Narrows, seaward bound. But we were still destined to delay.

Owing to our heavy draught (twenty-seven feet), we were obliged to take advantage of the highest of spring tides to make our way out. While going along with a steamboat ahead, it was found necessary to hold her with the anchor a few moments, and the order was accordingly given:

"Let go the starboard anchor."

IN THE GENERAL CONFUSION, no one being yet stationed, the chain stoppers were not sufficiently manned, and the tide carrying the ship along with great force, the starboard chain ran out end for end, and was, with its anchor, lost overboard. The other anchor was immediately let go, and safely held her.

This made an all night's job of work for all hands, to pick up the lost chain and anchor. Besides this, the untoward accident was regarded by many of the old salts as an evil omen, and prophecies of future disasters, inaugurated by this, were not wanting on all sides. But we were too busied with the present to care much about the future.

By daylight we had recovered our anchor and chain, and shortly after, the tide serving, we stood out to sea. As soon as the ship was fairly under weigh, the decks cleared, and the hurry and bustle over, I ventured on deck. My limbs were yet weak, and the dancing motion of the vessel, as she bounded along under a stiff topgallant breeze, made it hard work for me to get along. But by dint of clinging to the guns, the stanchions, and ladders, I at length succeeded in reaching the upper deck.

As I saw the land gradually receding from view, and felt the fresh sea breeze fanning my cheek, I first began to realize that I was attaining the great desire of my heart. We were at last at sea.

Thus it began—a three-year voyage that was to take Columbus to such way places as Brazil, Java, China and Manila. Then it was on to Japan, the Hawaiian Islands and finally Valparaiso, Chile, where after almost two full years, crew members were given \$10 apiece and allowed to go ashore and throw a liberty.

Even if time ashore for the crew had been limited on the cruise, the voyage was an example of how the U. S. Navy is often called upon to play a role as diplomat, in this case to obtain from Oriental countries commercial rights for U. S. traders who were soon to ply the Pacific.

TAFFRAIL TALK

DID you happen to see the picture of the large gentleman in Army garb, complete with Sam Browne belt and flowing mustache, appearing in the group photo at the top of page 61 in our August issue ("Railroad Navy")? Don't let the uniform fool you though, because he was a Navyman—the late Rear Admiral Charles P. Plunkett, usn.

Admiral Plunkett, after whom *uss Plunkett* (DD 431) was named, was a big man, a quarter of a foot beyond six feet. He had a voice to match, we hear, and could be heard throughout his ship without benefit of a megaphone or P.A. system.

Admiral Plunkett had a long and distinguished career in the Navy. It was largely through the ideas and forcefulness of the old-time Navy leader that naval guns were used in France.



From Moffett Field, Calif., comes a story of a well planned fire drill that went askew because two sailors were too well-drilled!

It happened the day Composite Squadron Three (VC-3) decided to give all hands a realistic fire drill, a workout that would impress the men with the necessity of being on the alert at all times for possible fire hazards.

Secretly, three fire inspectors from the First Lieutenant's office stole into one of the big hangars and dropped an already lighted smoke bomb into a trash can. Retreating from the hangar, the inspectors prepared to sound the alarm that would bring squadron personnel on the double to fight the "fire."

But two of the squadron's airmen, J. M. Abbott, ADAN, usn, and C. A. Johnson, AN, usn, got there before the inspectors could give the alarm.

Spotting the billowing smoke, the pair quickly swerved their tractor over to the can, threw it on the back and took off pronto to dispose of the mess at some distance from the hangar.

After them came the fire inspectors, shouting for the pair to bring back their "fire."

Everything turned out all right—the smoking can was returned to its place in the hangar—the fire drill was run as planned—and Abbott and Johnson retired from the field with honor.

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If you have any comments about what you saw in this issue please pass it around so that nine other readers get a chance to do the same. In other words, to quote "Dotacion," the Cuban Navy's counterpart of *ALL HANDS*, "Este boletín se edita para 10 lectores. Todos deben verlo tan pronto como sea posible. PASELO!!" That means, PASS IT ON.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given *ALL HANDS*. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of *ALL HANDS* prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: RED-JERSEYED 'gas king,' perched atop wing tank, refuels striped-nose Panther on flight deck of USS *Kearsarge* (CVA 33).

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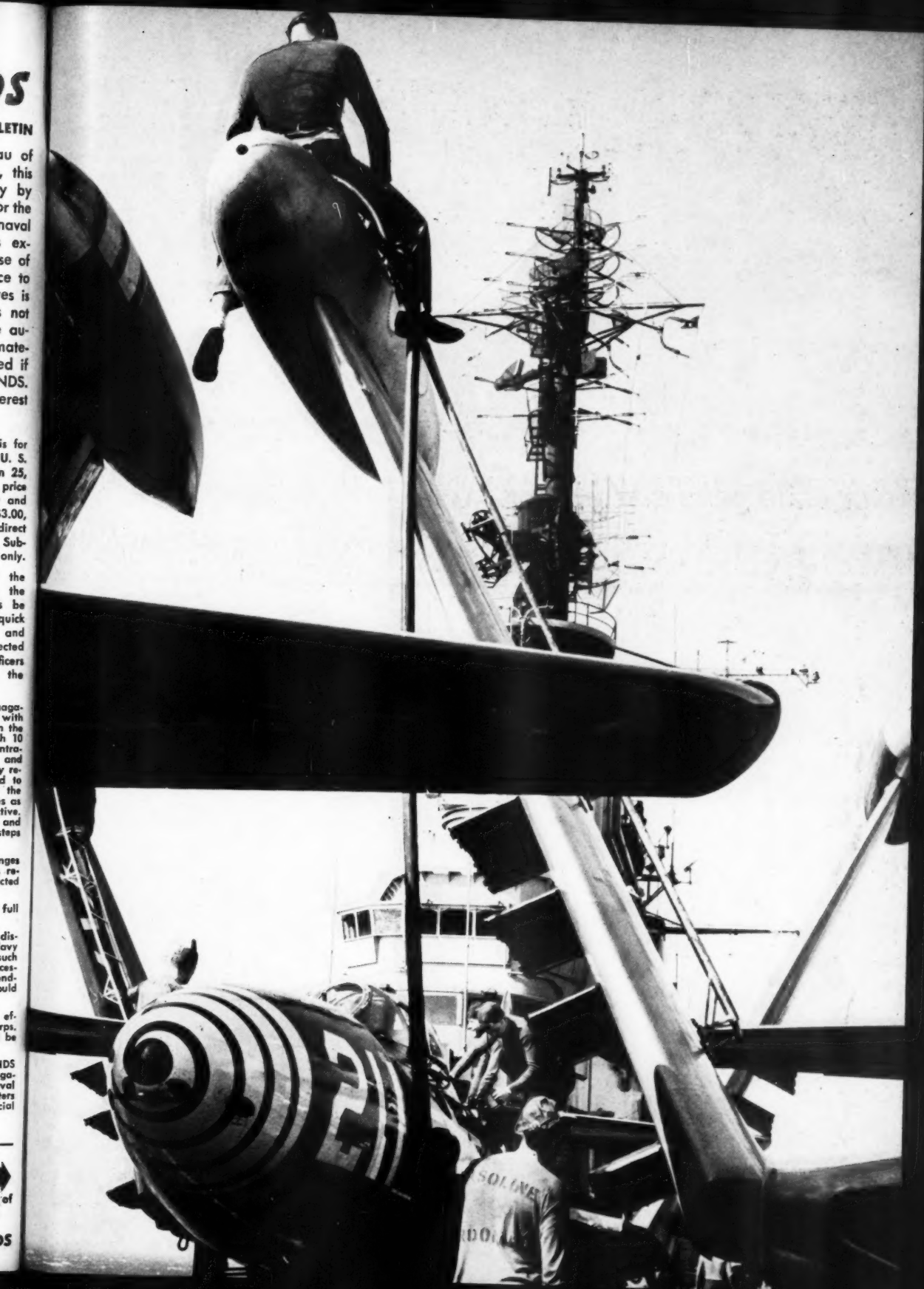
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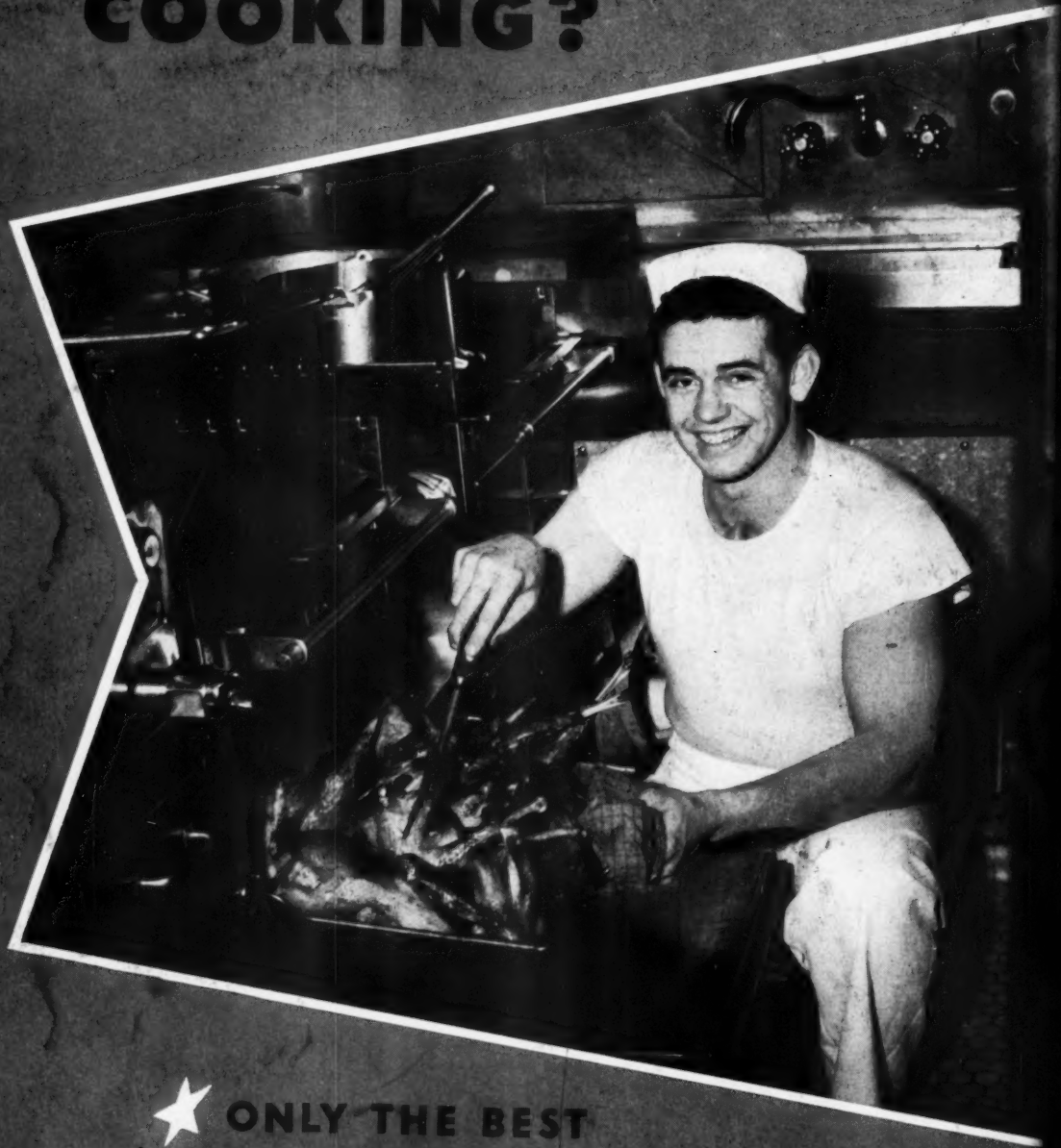
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WHAT'S COOKING?



★ ONLY THE BEST
FOR NAVY MEN
ASHORE AND AFLOAT

★ GOOD FOOD IS A NAVY TRADITION

